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Hector: Cat About Town
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"There's a real bargain for you, sir. She'll still do her thirty-five and twenty to the gallon, although she's pre-war," said the car-dealer.

"Which one?" asked the prospective purchaser.

"That one, sir—with the hood up."

"Yes—I see. I meant which war?"

A certain General, widely known for his temper and for his strict insistence upon implicit obedience to orders, was in command of a base camp in France. He met a soldier carrying a steaming dish from the camp cook-house one day at noon.

"Here, you," he ordered, "let me taste that."

"But, sir—it isn't—"

"Don't give me any 'buts.' Get a spoon!"

"Very good, sir," the soldier replied, and he doubled back to the cookhouse and fetched one.

While the man stood at "attention" the General helped himself to a spoonful of the liquid and immediately spat it out.

"You don't call that soup, do you?" he roared angrily.

"Nossir. That is what I was tryin' ter tell yer. It's disinfectant, sir."

A wealthy man was interviewing the young man who hoped to marry his daughter.

"What am I to understand your income will be at the time you expect to marry?" he asked.

"Well, sir," stammered the young man, "I—er—hardly like to put a definite figure on your generosity."

A young mother, upon her husband's return from his law office in the evening, met him at the door with a proud smile.

"Oh, dearie, we weighed the baby to-day for the first time. And he weighs 47 pounds."

"A 6-week-old child weighs 47 pounds? Impossible! What did you weigh him on?"

"On the scales that you carry in your kit to weigh the fish you catch."

"I beg your pardon," said the hotel clerk, "but what is your name?"

"Name?" echoed the guest who had just signed the register. "Don't you see my signature there?"

"Yes, sir," answered the clerk. "That's what aroused my curiosity."

"They had been discussing the habit of certain authors who do most of their work at night."

"When does our old friend Scribner do his best work?" asked A.

"In the daytime," replied B.

"That's when he mows the lawn and keeps the garden generally in order."

"Daddy, I want to be an arctic explorer."

"That's fine, my boy."

"But, Daddy, I want to go into training at once."

"How so?"

"Well, I want a dollar a day for ice-cream so that I can get accustomed to the cold."

"Do you keep your cows in pasture?" asked the young housekeeper as she paid the milkman.

"Certainly, madam."

"Well, I just wondered, You see, I've heard that pasteurized milk is so much better."

Hubby: "Darling, why is it that your boiled eggs are sometimes only half cooked while at other times they are boiled hard?"

Wife: "I'm sure it's not my fault, honey-bunch. I'm very careful to time them properly. I always put them in the hot water when the clock strikes eight, and take them out just as the accommodation train goes by."

ROYAL NAVY

Director of Navigation

(Special Air Mail Service)

London, Oct. 10.

Capt. W. G. Benn will assume the duties of Director of Navigation at the Admiralty to-day, in succession to Captain J. W. Clayton, whose tenure has expired. The Navigation branch, of which he will have charge, forms a part of the Hydrographic Department under Rear-Admiral J. A. Edgell, O.B.E.

Capt. Benn was in command of H.M.S. Tarantula, and Senior Officer of the West River Flotilla, China, in 1932-34. As a lieutenant he took up hydrographic duties, but during the War was navigating officer of the cruisers Proserpine, Philomel, and Dartmouth. He graduated at the Staff College in 1925 as a commander, and was afterwards fleet navigator and staff officer on the America and West Indies Station.

RETURN OF THE DUNDEE

H.M. sloop Dundee, Captain W. H. G. Fallowfield, is expected at Halifax, Nova Scotia, to-day. On Friday she is due to leave for Portsmouth, where she should arrive on October 14, on the conclusion of her first commission, which began in March, 1933. The Dundee will be recommissioned on October 18, and will leave again for her station in time to arrive at Bermuda about November 16.

ROYAL MARINE SIGNALLERS

A new fleet order states that with effect from July 24 all Royal Marine signalling instructors, ashore and afloat, are to be paid non-substantive pay of 1s. a day (inclusive), in lieu of extra-duty pay. Non-substantive pay as R.M. signaller will not be payable. In future P.M. signallers will be organized in categories with non-substantive pay as follows:—First class, 6d. a day; second class, 3d. a day. Existing R.M. signallers are to be rated R.M. signaller, second class, forthwith, and authority for advancement to first class will be notified within the numbers allowed.

SURGEON CAPTAIN CLARK

Surgeon Commander Alfred B. Clark retires from the active list with effect from yesterday with the rank of surgeon captain. He has been 24 years in the Service. During the War he was medical officer of H.M.S. Seagull, on minesweeping duties, and H.M.S. Galatea, in the 1st Light Cruiser Squadron, Grand Fleet. He was promoted to surgeon commander in 1923, and in 1931-34 was Naval Health Officer in the Plymouth Command. For the past year he has been Assistant Professor of Pathology at the Naval Medical School at the R.N. College, Greenwich.

DESTROYER RELIEF

H.M.S. Acheron is ordered to be commissioned for trials as convenient, and on their completion she will rejoin the 3rd Destroyer Flotilla with a new crew. The Acheron has been making good defects at Portsmouth, during which her place in the Flotilla has been taken by the Wessex, which vessel was recommissioned with the Acheron's crew on August 20.

NEW SLOOP MINESWEEPER

The new sloop minesweeper Speedwell was commissioned at Greenock on Saturday with a Devonport navigating party for acceptance trials and for passage to Devonport. This is the last of the five sloops authorized in the 1933 construction programme. She is to replace the Dunoon in the First Minesweeping Flotilla.

GOOD SERVICE PENSIONS

Good Service pensions of £150 a year have been awarded to the following officers:—Captain S. St. L. Moore, from September 17, vice Captain B. Egerton, A.D.C.; and Captain W. N. Custance, from September 18, vice Captain F. T. B. Tower, O.B.E.

"Who owns those ferryboats I tripped over coming down the stairs just now?"

The landlady gave a fierce look. "Ferryboats, indeed!" she gasped. "I'll have you understand they are my shoes."

The boarder gulped uneasily, asked: "I meant 'fairy boots.'"

DIARY OF LOCAL EVENTS

TUESDAY, OCTOBER 29.

Anniversaries and Holidays.—First Day of Shaaban. Feast of St. Lucius, M.

Auctions.—Household Furniture, 10, Kennedy Road, 10 a.m.; Lammer's H. K. Sales Room, 2.30 p.m.

Cinemas.—King's:—"The Scarlet Pimpernel." Queen's:—"The Florentine Dagger."

Central:—"Crimson Romance." Oriental:—"G-Men." World:—"Chinese Picture." Lee:—"Fashions Of 1934."

Alhambra:—"Rocky Mountain Mystery." Majestic:—"One Is Guilty."

Star:—"There's Always Tomorrow."

Meetings.—Annual, Craigengower Cricket Club, Club House, 5.30 p.m.; Kowloon Chess Club, Central British School, 5.30 p.m.; St. Andrew's Church Mothers' Union, 3 p.m.; Rover Scouts, St. Andrew's Vicarage, 9 p.m.

Miscellaneous.—Rotary Lunch, Hong Kong Hotel.

Rehearsals.—Hong Kong Singers, Union Church, Kennedy Road, 5.30 p.m.

Social.—Cheero Club Whist Drive, 8.30 p.m.

Sports

Hockey.—Hong Kong Brigade, H.K.S.R.A., v. Royal Engineers (Marina), 4.30 p.m.

Rowing.—Annual Area Rowing Regatta (Final), 10.00 a.m.

Tennis.—Henri Cochet Exhibitions at Kowloon C.C., 3 p.m.

Moon.—X Moon, 3rd Day.

Sunrise.—6.26 a.m. Sunset.—5.49 p.m.

Tides.—High at 10.55 and 21.44; Low at 4.33 and 15.36.

WEDNESDAY, OCTOBER 30.

Anniversaries and Holidays.—Feast of St. Claude and Comps. Mm.

Cinemas.—King's:—"The Farmer Takes A Wife." Queen's:—"The Florentine Dagger."

Central:—"Chinese Picture." Oriental:—"Society Doctor." World:—"Chinese Picture." Lee:—"Below The Sea." Alhambra:—"Rocky Mountain Mystery." Majestic:—"One Is Guilty."

Star:—"Gigolette." Lectures.—Prof. W. I. Gerrard, School of Surgery, University, 5.30 p.m.

Meetings.—General Committee, Sailors' and Soldiers' Home, 5.30 p.m.; Kowloon Union Church Women's Guild, 10 a.m.; Kowloon Tong Anglican Church Garden Fete Committee, 6 p.m.

Miscellaneous.—Sale of Work, Helena May, in aid of the Society for the Protection of Children, 2 p.m. to 8.30 p.m.

Sports

Hockey.—Club 1st XI v. Lincolnshire Regt. (King's Park), 5 p.m.

Tennis.—Henri Cochet Exhibitions at Kowloon C.C., 3 p.m.

Moon.—X Moon, 4th Day.

Sunrise.—6.25 a.m. Sunset.—5.49 p.m.

Tides.—High at 10.11 and 21.15; Low at 3.52 and 15.15.

THURSDAY, OCTOBER 31.

Cinemas.—King's:—"The Farmer Takes A Wife." Queen's:—"The Florentine Dagger."

Central:—"Chinese Picture." Oriental:—"Society Doctor." World:—"Chinese Picture." Lee:—"Below The Sea." Alhambra:—"Manhattan Moon." Majestic:—"One Is Guilty." Star:—"Gigolette."

Sports

Badminton.—St. Andrew's Club Tournament (Final).

Moon.—X Moon, 5th Day.

Sunrise.—6.25 a.m. Sunset.—5.51 p.m.

Tides.—High at 8.50 and 20.34; Low at 2.36 and 14.21.

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FROM HERE AND THREE

In Doncaster twenty additional pedestrian crossings are to be laid down.

The Ratio

Twelve per 10,000 of the population is the London standard for pedestrian crossings. This ratio will not apply to the provinces, where the test of adequacy must have relevance to local conditions.

Service Abroad

Yet another club for motorists is said to have been formed, which intends to appoint throughout France a chain of British car service stations.

For the Nation

Biggin Dale, comprising 52 acres of land in Dove Valley, Derbyshire, has been presented to the National Trust by Mr. Rober McDougall of Manchester.

Over the Rails

According to the Ministry of Transport's annual report on railway accidents in 1934, one person was either killed or injured per 150 public level crossings.

Planes Startle Drivers

When travelling at 130 m.p.h. on the Brooklands banking it is disconcerting for an aeroplane suddenly to swoop low over one's head to land at the aerodrome. The Air Ministry, in view of the danger, has banned pilots from landing or flying low at Brooklands unless they obtain written permission.

Road Canals

A suggestion, which Sir Henry Segrave put forward years ago in his book "The Lure of Speed" was raised in the House of Commons recently when the Minister of Transport was asked if unused canals could be converted into roads for heavy goods traffic.

Good Legs

That a driver's legs should be taken into account when selecting the most suitable type of driver is suggested in an American paper. Surprisingly enough it was not a chauffeur who was under discussion, but truck drivers. That good leg formation gives braking efficiency was the implication.

Midget Marathon

Midget car racing has been steadily gaining popularity in the U.S.A. The culmination of this season's racing will be a 100-mile race, to be run on September 2nd, at Detroit. This is in-

tended as the "Indianapolis" of midget car racing, and over £1,000 is offered in prize-money.

Car to River

Seen quite frequently on the river now are canoes and other small craft driven by outboard engines. In the case of canoes an engine can be braced on to the sides to drive the propeller amidships over one side. Collapsible canoes of this type can be carried in the car.

Not Shock Proof

After considerable experience on the Bench, a Liverpool magistrate justly thought himself proof against shock, but he decided otherwise recently when a motorist said he had never heard of the Highway Code, much less read it!

Before and After

The Minister of Transport is satisfied, after a local enquiry, that the speed limit need not apply on eleven Edinburgh roads, but he states that he would be glad if the Council would observe the Queensferry road for a year, when it is decontrolled, and compare the accidents with the period when it was limited.

Speed qua Speed

No endorsements or convictions in three years and 10,000 miles driving are the principal qualifications for membership of The Order of the Road, yet this organisation, believing that speed quo speed is not a danger, do not count convictions of exceeding the 30 m.p.h. speed limit.

Auto-Camps

A new idea comes from Germany, where picnic grounds are to be laid down when the distance between towns is long.

Handicap

The increase in the duty on Diesel oils for road transport will cost the London Passenger Transport Board some £55,000 for the next year. This sum is estimated on the basis of the present number of oil-engined vehicles used and allowing for the reduction in duty.

Poor Thing

A lorry driver signalled to another, by switching on his head lights and pointing downwards with his thumb, that a police car was following behind. The result was a fine of ten shillings for "obstructing a constable in the execution of his duty."

MOTOR RACING AS NEWS

Rather better than usual were the new films of the Brooklands August Bank Holiday racing. Considering the excellence of the photography it is a pity that these films have to be cut down until they are mere scraps. Perhaps improvement where motor racing is the subject may be expected in the future, since Sir Malcolm Campbell has become a news film editor.

There is one thing he ought to stop, and that is the indiscriminate use of sound. Last year's Shelsley sound strip—the revving of engines waiting for the start—has been known to be added to a "shot" of cars racing round the outer circuit at Brooklands!

SPORTING APPEARANCE

An argument the other night with a young sporting friend left me feeling a little uncertain whether one is entitled to use a sporting-looking car if it has not a sporting performance, writes a correspondent. I happened to say I would like a car that looked like Mrs. Stewart's Derby Special, that wonderful little razor-back she brought over from Paris for the August Bank Holiday meeting at Brooklands, which on the following day secured the women's lap record at over 135 m.p.h.

I visualised a Derby Special kind of body, with a hood and mudguards, but with a touring car's speed and docility. My young friend seemed to think that I would be a fraud to have a tourer disguised as speedster. Was he right? I am getting too old for the really high speeds cars are capable of to-day, yet I would like a body something like the Derby Special. Please, can't I look sporting without proving

ACTION NEEDED

An unusual position is reported from Yorkshire. The West Riding county highways authority have, so it appears, been unable to affix to the lamp standards the requisite de-restriction signs on the Doncaster to Hull road at Edenthorpe, owing to the insistence on certain terms of the concern (not a public authority) owning the standards. Although the road was de-restricted in March this is not generally known, especially as the temporary "30" signs are still in place.

IDENTIFICATION

In case there should be any trouble with parked cars on account of obstruction, one restaurant in Blackpool provides its customers with cards to slip into the corner of the windscreen, stating at which table in the restaurant the owner is dining. The police or the commissioner may then quickly discover the driver, to have the car moved, instead of "taking a number."

TROLLEY BUSES MAKE TRADE

In converting many of its tramways to trolley buses the London Passenger Transport Board has given the largest order that has ever been placed for trolley buses. Three hundred—with all metal bodies—are to be acquired, each to carry seventy people.

my right to a car with such an appearance?

MOTOR JOTTINGS

NEW BRITISH CARS

Greater Engine Power

London, Oct. 18

Four new British cars were announced yesterday. Three of them are examples of the new tendency towards greater engine power.

Humber have entirely redesigned their six-cylinder models—new and larger engines, new chassis and new bodies. Perhaps the most striking feature common to both is the adoption of independent front wheel suspension by means of a massive transverse leaf spring and a divided track rod.

The conventional front axle is discarded, and each front wheel, controlled by the transverse spring and by shock absorbers, can rise and fall independently of the other.

This system, which is known as "Evenkeel," is claimed to give not only greater comfort, especially for the rear passengers, but greater safety, lighter yet steadier steering, and greater stability on corners. It has been rigorously tested over the worst roads in Britain and on Continental paved and cobblestones.

There are two new engines, basically the same in design. They are the "Eighteen" of 17.97 h.p. R.A.C. rating to replace the former 16/60, and a new "Snipe" of 26.88 h.p. R.A.C. rating, but actually developing 100 h.p. at 3,400 r.p.m. The latter is the power unit of new "Pullman." The tax payable is £13 10s. and £20 5s. respectively.

TOWARDS THE FLOWING LINE

Outwardly the new cars are a radical departure from their predecessors. The radiator is more sharply raked; the windscreen is V-shaped with a thin central pillar, and the lines of the bodies and wings are more flowing. Prices remain practically unaltered.

A new Alvis with 31-litre engine appears to-day. It is a development of the famous "Speed Twenty" and its six-cylinder engine, rated at 25.83 h.p., is claimed to exceed all previous Alvis standards in acceleration and speed, while being completely silent in operation.

Alvis were the first British company to develop and employ independent suspension of the front wheels, and their well-proved system is retained in the new car, as also is the Alvis four-speed all-synchromesh gear-box. The chassis, the price of which is £775, will be exhibited at Olympia.

The rest of the Alvis range, including the "Speed Twenty," "Crested Eagle" and "Firebird," is being continued unchanged.

The new big M.G. car was on view yesterday at University Motors' showroom in Piccadilly. It has a two-litre engine—15.96 h.p. R.A.C. rating and £12 tax—with 10ft 3in wheelbase and 4ft 5in track. The price is £375.

NEW PUMP INVENTION

A young Cardiff engineer claims to have built in his own garage a pump which "will raise water from 1,000 feet below ground with power applied from the surface."

A search among 50 years' records has failed to reveal any similar pump and the invention has been patented.

It is believed that it will help solve the problem of rural-area water supply and also simplify colliery drainage now burdening the industry in South Wales with heavy charges.

A local engineering firm is negotiating for rights to market the invention, but it is possible that a company will be formed to handle the product.

The inventor, Mr. C. S. de Clair, started work in a London electrical works at 14 years of age. He spent several years in mining engineering in Japan.

He states that the pump can be marketed at prices 25 per cent. lower than existing designs of similar capacity.

A GALLON IN A PIPKIN

Not many weeks ago I wrote an article entitled, "Where the Money Goes," and I gratefully acknowledged the help I had received from the Statistical Department of the Society of Motor Manufacturers and Traders. It seemed at the time that I must have drained it dry of information—so thirsty was I for facts and figures—and I felt rather apologetic. That there was no need to do so—and that I had merely collected a few drops of water from an ocean of wisdom—is proved by the appearance of "The Motor Industry of Great Britain, 1935," which has been compiled by the said Statistical Department.

I believe there is a very small liquid receptacle or measure called a pipkin. Well, Mr. Duval, the head of the Statistical Department, and his merry men have succeeded in cramming not a quart into a pint pot, but a gallon into a pipkin—which is some achievement. In attempting to review this little book (and it is little only 158 pages), I really don't know where to start. Perhaps the beginning would be a good place, especially as it deals with the roads, which interest all of us.

WHY ROADS ARE CONGESTED

As I told you in my previous article, there are 1,412 independent highway authorities (whereas there ought to be one), and last year there was a total road mileage in Great Britain of 177,822, made up of 26,683 miles of Class A, 16,774 of Class B, and 134,365 of unclassified highways. In 1909 there was only 0.8 of a vehicle to every mile of road; in 1914 the figure had risen to 2.3 vehicles per mile, and last year it was 13.5— which accounts for the congestion! There is a big time-lag in the publication of official figures dealing with expenditure on the roads: the last relate to 1932-33, when the total spent on roads and bridges was £53,818,000, of which only £14,184,000 came from the Road Fund, while £39,634,000 was raised from the rates. This shows a most unsatisfactory state of affairs, for the revenue in 1933 from motor vehicle taxation alone was over £32,500,000, and much less than half of it went to the roads.

Another disappointing fact is that the amount spent per mile of Class A road in 1930-31—£488—had dropped to £386 in 1932-33.

Part II of the book deals with motor taxation, and starts with a useful summary of the laws on this subject from 1706, when the Turnpike Acts commenced, until the present time. It makes one sad to think of the good old days—from 1897 to 1900—when the total annual taxation on even a big car was £4 4s.

AVERAGE TAXATION

From a most elaborate table we find that in 1934 the receipts from motor taxation, including the petrol-tax, amounted to £74,869,928, and that the average per vehicle worked out at £31.28. Apart from the petrol duty the receipts were £32,569,928, or £13.61 per vehicle, and £42,300,000 came from the petrol tax.

In a chapter devoted to motor legislation we are reminded that the Ministry of Transport was born in 1919, and that the Roads Act, which imposed the £1 per h.p. tax on private cars reduced on January 1st this year to 15s per h.p., was passed in 1920. So we are plotted onward, via the Road Traffic Act of 1930, to the identically named measure of 1934. Page 35 contains a table, which makes one giddy, setting out the legal requirements in connection with various classes of vehicles. After studying it one marvels at the survival of automobilism amid this veritable maelstrom of legislation.

Last year 256,866 private cars and taxis were produced in the United Kingdom. This is an increase from 220,779 in 1933, and 71,396 in 1923. Our production of private cars, taxis and commercial vehicles in 1934 was 342,499. That of the U.S.A. in the same period was 2,778,739! One encouraging fact is that £100 worth of car in 1924 could have been bought for £51.8 last year.

Then we come to some interesting estimates of the numbers

employed in the motor cycle and aircraft industries. Last year there were 242,711, or thereabout, directly employed, and about a million more indirectly. The average weekly wage in 1934 was 78s. 4d. In 1914 it was 40s. 10d., and the highest point touched was 81s. 6d. in March, 1929. During the financial crisis the average fell, in October, 1931, to 68s. 11d.

THE BEST PLACE TO SELL CARS!

By the way, there are in the United Kingdom 20,364 registered motor retailers, of whom 13,558 handle new cars. The average annual number of new vehicle sales per retailer is 17, the extremes being 7 in Rutland and 33.2 in Warwickshire. The latter would seem to be a good spot in which to start a motor business!

Some idea of the size and importance of the industry is gained from the fact that 650,000 tons of iron and steel, 40,000 tons of rubber, 52,000,000 "board feet" of hardwood, 1,157,000 square feet of leather, and 3,740,000 yards of cloth upholstery were used by it last year. Petrol consumption is estimated at the astronomical figure of 1,176,080,000 gallons, while 30,311,000 gallons of lubricating oil and 8,300,000 electric bulbs were used. (No wonder one sees so many empty oil drums knocking about!)

From all this—and the fact that motor and petrol taxation represents one-eleventh of the whole revenue of the country—the authors of the books are, I think, justified in saying that motor manufacturing and distribution "must be the country's most important industry."

There is, naturally, a mass of figures relating to imports and exports, from which the main points emerging are that both are rising, the former very rapidly, though they are considerably outnumbered by the latter.

Part VI deals with motor vehicle registrations. In September last there were in use in the United Kingdom 1,333,590 private cars, 420,799 "commercial," and 533,458 motor cycles, making, with hackneys and "oddments," a total of 2,407,471 vehicles. Of the private cars there were 1,153,784 in England, 101,312 in Scotland, 53,329 in Wales, and 25,165 in Northern Ireland. The most popular size was 8 h.p. Next in order—all running into six figures—were the 12 h.p., 10 h.p., and 14 h.p. classes. After London, which had 110,076 private cars last September, came the Wars of the Roses, with Yorkshire winning by 102,331 to Lancashire's 97,164.

AVERAGE LIFE OF A CAR

In the United Kingdom there were 19.39 people to every private car, goods vehicle and motor cycle. The average life of a private car is estimated to be 7.9 years.

We learn that the total number of private cars and taxis in use throughout the world last year was 29,038,319, there being 23,064,837 in America, 4,521,702 in Europe, 631,506 in Oceania, 411,013 in Asia, and 379,261 in Africa. In Europe, France led with 1,415,173, and the United Kingdom came next with 1,333,590.

One could go on almost for ever quoting from this amazing book, but I think I have written enough to show you the kind of encyclopaedia it really is. You can buy a copy for half-a-crown from the S.M.M.T. at 83, Pall Mall, S.W.1. Giving it away, I call it!—H. C. L. in "The Autocar"

48,000 MOTORISTS

ATTENDED

How many cars do you think went to the Aldershot Tattoo this year? 49,486! This is 6,908 more cars than have ever gone before. The previous record was in 1933, when 41,578 cars were parked. Last year both the attendance figures and the number of cars were slightly lower than in 1933, although before there had been a steady increase. The total attendance year was a record (43,000) the previous best figure (421,600) being in 1933.

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(Signed) Dr. H. G. M.A., M.R.C.S., L.R.C.P.
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DRIVING TEST FAILURES

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(Special Air Mail Service)

London, Oct. 10.
Remarkable figures regarding tests for motorists and road fatalities were disclosed by Mr. Hore-Belisha, Minister of Transport, last night.

In a broadcast speech, last night, he stated:
"Since a driving test became compulsory for new car licence-holders last June, 120,000 applicants have presented themselves. Sixteen thousand of these (or more than 13 in every 100) failed to satisfy the examiners and were consequently not allowed to be in sole charge of a motor-car."

"The total number of victims of road accidents this year is 4,700 killed and 184,000 injured—one casualty every three minutes."

The Minister remarked that had there been no test all those motorists who had failed would have been driving about the streets, a danger to themselves and others. Had the test been applied to existing as well as new drivers, hundreds of thousands now driving might be off the streets.

EFFECT OF SPEED LIMIT
Regarding the speed limit Mr. Hore-Belisha said that during the 28 weeks it had been in operation the number of persons killed in towns where, generally speaking, it was in force had fallen by 22 per cent. That was more than twice as much as the percentage in county areas, where it was generally not in force.

London put down 10,000 pedestrian crossings in the autumn of 1934 and during the last six months there had been a reduction in the number of persons killed of 28 per cent., compared with 12 per cent. over the rest of the country.

"We count our killed by thousands and our injured by tens of thousands," the Minister observed, "but we are not caught, inextricably in an ambush. You must work with me; we must work together. Whenever you use the roads you must show unremitting attention—be thoughtful, patient, considerate—to reduce the dimensions of this public loss, the extent of this personal sorrow."

THE COMPETITION CALENDAR

Something drastic will have to be done to the competition calendar. At the moment the authorities very wisely have agreed that the principal events in each country shall be allotted dates which are not so near to make it impossible for a competitor running in one subsequently to take part in another; further, they have forbidden the same date to be allotted to two competitions of the same type.

But it is now apparent that the number of events likely to be organised in the future exceeds the number of Saturdays, Sundays, and special holidays by so much that two events of the same character may have to be allotted the same date. One has only to imagine the situation if the Brighton track, Donington, Brooklands, and some other ventures all desired to hold races throughout the year. Obviously, the most desirable time for these races would be the Bank Holidays. Equally obvious is it that there are not enough suitable Bank Holidays to go round; yet a track will hardly succeed if its owners are forced to hold meetings on days when the public cannot attend in great numbers. Additional complications are introduced by the endeavour to avoid clashing with international events held by other countries—a fact which still further reduces the number of available dates. Brooklands, in its way, stands alone, being of a different type from all other tracks. Many of the cars raced at Brooklands are unsuitable for the tracks of road circuit type. Nevertheless, there is, as it were, only one supply of racing machines eligible for all, and these racing machines cannot be in two places at once.

So, taking it all in all, there does not appear to be any possibility of maintaining between races the time interval at present specified officially, and the only solution seems to be to allow each track one principal event scheduled for a date well clear

HITLER YOUTH

"I Believe In Blood
Shed In War
And Peace"

(Special Air Mail Service)

London, Oct. 10.
Six million Hitler boys and girls listened to this new version of the creed, broadcast by all German stations from Leipzig, where a harvest festival of the Hitler Youth Organisation was celebrated.

"I believe in the community of all Germans, in a life of service to this community I believe in the revelation of the God-given creative force, in pure blood shed in war and peace by the sons of the community of the German people, buried in the earth, hallowed by it, resurrected, and living in all for whom the sacrifice was made."

"I believe in an eternal life of this shed and resurrected blood on earth in all who acknowledge the means of this sacrifice and are prepared to bow themselves down. Therefore, I believe in an eternal God, in an eternal Germany, and in an eternal life."

In a poem read at the service it was declared—"We do not pray the old fairy tales to God."

It further repeated—"We do not learn to bow the knee or raise the hands in prayer. We do not learn to kneel down, and our lips slip no litany." The poem concluded with the line—"We serve His land and are free."

THE QUETTA TRAGEDY

Villages Wiped
Out

(Special Air Mail Service)

London, Oct. 10.
If the full official report now received in this country, takes nothing away from the tragedy of the Quetta earthquake, it also accentuates the relieving heroism. The situation on the morning of May 31 was enough to shake the strongest nerve. A square miles of city and dozens of villages had been wiped out; police and all civil authority had disappeared; communications with the outer world had been destroyed; and under the ruins were upwards of thirty thousand people, either dead or, without help, soon to be dead. The description of the way in which the army and civilian survivors faced the task of salvage reads like an epic. Day and night the rescuers worked, taking scraps of food where they could but most of them having no sleep for days. One surgeon "performed one hundred and fifty-seven major operations in four days."

RESCUE WORK
At the military hospital, fortunately untouched, with six hundred beds, it is estimated that between "twenty thousand and twenty-five thousand patients" were treated in the first fortnight. The report examines and dismisses the charges, made in some quarters in India, that the rescue work could have been better organised. "There can be no doubt" that during the first "intensive period, particularly during the first thirty-six hours, every living person was extricated." It has been said that volunteer rescue parties should have been allowed in. The report replies that had such assistance been available within the first critical forty-eight hours (which, owing to the breakdown in communications, it was not) it would have been welcome; later than that it would have been useless. Recriminations are always an unpleasant, if by no means rare, sequel to natural disaster. In this case, whether justified or not, they cannot touch the actual record of heroic effort which the report unfolds.

BEST AIR FEAT

(Special Air Mail Service)

London, Oct. 10.
The Federation Aeronautique Internationale has awarded its gold medal for the most meritorious performance in 1934 to Mr. C. W. A. Scott, the winner of the England to Australia air race.

of its rivals, without regard to any foreign races, and then to allow each track such other meetings as the organisers desire."

THE SERGEANT- AT-ARMS

Brigadier Howard
Appointed

(Special Air Mail Service)

London, Oct. 10.
The King has been graciously pleased to appoint Brigadier Charles Alfred Howard, D.S.O., to be a Sergeant-at-Arms in Ordinary to His Majesty, to attend upon His Majesty when there is no Parliament, and for the time of every Parliament to attend upon the Speaker of the House of Commons, in the room of Admiral Sir Colin Richard Keppel, G.C.V.O., K.C.I.E., C.B., D.S.O., resigned.

The King has been graciously pleased to appoint George David Field, Esquire, M.V.O., to be a Sergeant-at-Arms to His Majesty, in the room of Harry Clifford Longden, Esquire, M.V.O., resigned.

Brigadier Howard, who is 57, has had a distinguished military career and saw service both in the South African War and the Great War. He is the son of the late Mr. Greville Theophilus Howard, second son of the seventeenth Earl of Suffolk and Berkshire. Brigadier Howard's mother married as her second husband, General Sir Redvers Buller, to whom the new Sergeant-at-Arms was A.D.C., in South Africa.

Brigadier Howard's services in the Great War won for him the D.S.O., mention in dispatches, and promotions. He was wounded in 1916 while commanding the 16th King's Royal Rifles. Since the War commands which he has held include those of the 162nd East Midland Infantry Brigade (Territorial Army) and the 12th Infantry Brigade.

Shortly before he relinquished the command of the 12th Infantry Brigade in July, the Freedom of Dover, where he was stationed, was conferred upon him, the Mayor paying a tribute to his many services. Brigadier Howard, who married a daughter of Lieutenant-Colonel E. M. Dansey, 1st Life Guards, lives at Castle Rising, Norfolk.

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12.30 to 2.10 p.m. (Approx.)—Eu-
ropean programme.
12.30 p.m.—Recorded Music.
1 p.m.—Local Time and Weather
Report.1.30 p.m.—Reuter Press Bulletin.
Rugby Press News, etc.1.40 p.m. (Approx.)—A Relay of
the Rotary Club Tiffin Speech
from the Hong Kong Hotel
Roof Garden.2.10 p.m.—Close down
4 to 7 p.m.—Chinese programme.
7 to 11 p.m.—European programme
7 to 7.30 p.m.Band Selections
Woodland Pictures—Rural Suite
(Fletcher).Tom Jones—Selection (German).
Reminiscences of Scotland (arr.
Godfrey).Sons of the Brave—March (Eld-
good).7.30 to 8 p.m.—
From the Studio
A Jazz Recital by "The Harmony
Boys."8 p.m.—Local time and weather re-
port, closing local stock quota-
tions.8.05 to 8.15 p.m.—
The Hill Bullies
Jump on the Wagon.
Me and the Old Folks at home
Ole Faithful8.15 to 8.35 p.m.—
From the Studio
A Pianoforte Recital by Caroline
Braga, F.T.C.L.PROGRAMME
1. Poeme Op. 41, No. 4.—Fibich.
2. Tango Op. 165, No. 2.—Albeniz.
Trans: Godowsky.3. Liebestreud.—Kreislner.
4. Caprice Viennois.—Kreislner.
5. Alt Wien (Old Vienna)—
Godowsky.6. Gavotte in B Minor from the
2nd Sonata.—Bach.8.35 to 9 p.m.—
Light Orchestral Music
Zampa—Overture (Herold).
Spanish Dance No. 1 (Granados).
Spanish Dance No. 2 (Granados).
Saschinka (Schirrmann).9 to 9.15 p.m.—A Relay of the
Davenport News Bulletin (Cope-
right by Reuter).9.15 to 9.35 p.m.—
From the Studio
A Recital of Irish Melodies by
Elsa Alves (Soprano) acc. by
Fred AlvesPROGRAMME
1. Robin Adair.—Vincent.
2. The Lass with the delicate Air.
—Michael Arne.3. Mighty Lak a Rose.—Nevin.
4. Mother Machree.—Olcott and
Ball.5. The Old County Down.—Carle
and Sanders.6. A Little Bit of Heaven.—Ball.
9.35 to 10 p.m.Variety
Band—The Japanese Sandman.
Alexander's Ragtime Band.
Vocal—Don't let your love go
wrong.—The Boswell Sisters
Piano Solos—Let me Play—
Vivian Ellis.Vocal—St. Louis Blues.—Thu
Four Crochets.10 p.m.—Big Ben: Reuter Press
Bulletins.10.05 to 10.45 p.m.—Dance music.
10.45 to 11 p.m.—
A Relay from Davenport
"Under Big Ben"—A talk by
Howard Marshall.11 p.m.—Close down
RADIO MANILA
6 p.m.—Song and Movie Magazine
of the Air.6.30 p.m.—Spanish Informational
Period.6.40 p.m.—English Informational
Period.6.55 p.m.—Stock quotations, through
the courtesy of S.W. Culbert-
son and Fritz.

7 p.m.—Radio Shopper.

7.15 p.m.—Dollar s.s. President
Hoover Orchestra.7.45 p.m.—The "Town Crier" A
Quarter-Hour of Melody.8 p.m.—Philippine Chamber of
Commerce Broadcast.8.30 p.m.—Cystex Newspaper Ad-
ventures—The Dynamiters.8.45 p.m.—Stock Quotations and
Local Market Reports.9 p.m.—College Harmonizers, con-
ducted by Kits Tablante.

9.30 p.m.—To be announced.

10 p.m.—Popular Tunes and Re-
quests.11 p.m.—Sign Off.
BERLIN PROGRAMME
9 p.m.—Call DJA, DJB, DJN
(Germ., Engl.).
German Folk Song.
Programme Forecast (Germ.,
Engl.).9.15 p.m.—Merry Miscellaneous.
9.45 p.m.—News in English on DJA
and in Dutch on DJB, DJN.
10 p.m.—Relayed from Munich:
Hour of the Nation:
"The Prince of Homburg" by

NEW YORK STOCK EXCHANGE

(Through Reuters Agency)

QUOTATIONS

New York, October 27.

	High	Low	Last	Today's	Change
New York/London Cross-rate	4.91 1/2	4.91 1/2	4.91 1/2	4.91 1/2	unchanged
New York Cotton—Oct.	10.90	10.91	10.92	10.95	33 up
New York Rubber—Dec.	13.50	13.40	13.48	13.50	22 up
Chicago Wheat—Dec.	100 1/2	98 1/2	100 1/2	98 1/2	11 off
Chicago Corn—Dec.	81 1/2	80 1/2	81 1/2	80 1/2	1 off
Montreal Silver—Dec.	—	—	68.10	68.10	unchanged
Silver—Official	—	—	65 1/2	65 1/2	unchanged

	High	Low	Oct. 25	Oct. 26	Change
Dow Jones Averages	140.89	140.88	141.47	141.47	79 up
30 Industrials	58.96	57.11	58.83	58.04	33 up
20 Rails	31.03	30.39	30.78	30.78	39 up
40 Utilities	87.47	84.73	86.86	86.86	31 off
11 Commodities Index	68.28	68.28	68.28	68.28	35 off

Business Done:—1,170,000 shares.

Stock & Div.	Last Sale	Oct. 25	Oct. 26	Stock & Div.	Last Sale	Oct. 25	Oct. 26
Adams Express	8 1/2	8 1/2	8 1/2	Gold Dust (1.20)	16 1/2	17 1/2	17 1/2
Amer. Can. (4)	145 1/2	145 1/2	145 1/2	Goodyear	20 1/2	20 1/2	20 1/2
Am. Cyanamid "B"	27 1/2	27 1/2	27 1/2	Int. Cement	31 1/2	31 1/2	31 1/2
(25d.)	27 1/2	27 1/2	27 1/2	Int. Nick (60)	11 1/2	11 1/2	11 1/2
Am. For. Pwr. (5)	6 1/2	6 1/2	6 1/2	Int. Tel. & Tel.	86	86	86
Am. For. Pwr. \$7 1st	33 1/2	33 1/2	33 1/2	Johns Manville	25 1/2	25 1/2	25 1/2
Pf.	33 1/2	33 1/2	33 1/2	Kennecott (151)	48 1/2	48 1/2	48 1/2
Am. Locomotive	—	—	—	Loew's (1)	25 1/2	25 1/2	25 1/2
Am. Radiator	18 1/2	18 1/2	18 1/2	Lorill (1.20)	92 1/2	92 1/2	92 1/2
Am. Smelting	56 1/2	57 1/2	57 1/2	Mont. Ward	34 1/2	34 1/2	34 1/2
Am. T. and T. (9)	144 1/2	144 1/2	144 1/2	Nat. City Bk. (1)	30 1/2	31 1/2	31 1/2
Am. Tob "B" (5)	103 1/2	103 1/2	103 1/2	Nat. Da. P. (1.20)	17 1/2	17 1/2	17 1/2
Am. Waterworks (1)	17 1/2	17 1/2	17 1/2	Nat. Distillers	32 1/2	32 1/2	32 1/2
Am. Waterworks \$6	88 1/2	88 1/2	88 1/2	Nat. Pwr. Lt. (80)	10	10	10
pref (6)	88 1/2	88 1/2	88 1/2	N.Y. Central	2 1/2	2 1/2	2 1/2
Anacosta Copper	21 1/2	21 1/2	21 1/2	N. Amer. (50c. 4 1/2)	22 1/2	22 1/2	22 1/2
Atch. T. and S. P.	49 1/2	49 1/2	49 1/2	Pac. Gas (1.50)	28 1/2	28 1/2	28 1/2
(25d.)	49 1/2	49 1/2	49 1/2	Pac. Lng. (3)	47 1/2	47 1/2	47 1/2
Auburn Automobile	44	43 1/2	43 1/2	Packard Motors	62	61	61
Baltimore & Ohio	15 1/2	15 1/2	15 1/2	Penn. Ry. (1)	27 1/2	27 1/2	27 1/2
Bethlehem Steel	39 1/2	39 1/2	39 1/2	Phl. Petro (1)	33 1/2	33 1/2	33 1/2
Boeing Airplane	14 1/2	14 1/2	14 1/2	Pub. Ser. N.J. (2.80)	43 1/2	43 1/2	43 1/2
Borden Co. (1.80)	98 1/2	100 1/2	100 1/2	Radio Corp.	82	82	82
Borg. Warner (1d.)	98 1/2	100 1/2	100 1/2	Rey. Tob "B" (3)	56 1/2	56 1/2	56 1/2
Case	—	—	—	Schenley	49 1/2	49 1/2	49 1/2
Canadian Pacific	94	94	94	Sears Roebuck	60 1/2	61	61
Caterpillar Tract	57 1/2	57 1/2	57 1/2	Soc. Vac. (60)	12 1/2	12 1/2	12 1/2
Ch. Nat. Bk. (1.40)	33 1/2	34 1/2	34 1/2	Srn. Cal. Ed. (1.50)	24 1/2	24 1/2	24 1/2
C'Peake Corp. (2.50)	45 1/2	44 1/2	44 1/2	Southern Pacific	18 1/2	18 1/2	18 1/2
C'Peake Corp. and	—	—	—	Stan. Brands (1)	14	14	14
Ohio (2.80)	45 1/2	45 1/2	45 1/2	Stan. Gas	42	42	42
Chrysler (1d)	87 1/2	88 1/2	88 1/2	Sta. Oil N.J. (1)	49 1/2	49 1/2	49 1/2
Col. Gas & Elec.	14 1/2	14 1/2	14 1/2	Ster. Pro. (2.80)	65 1/2	65 1/2	65 1/2
Comm. Solv. (60)	18 1/2	18 1/2	18 1/2	Studebaker Corp.	21 1/2	21	21
Comm. Strtn.	24	24	24	Texas G. Sulp (12)	31 1/2	31 1/2	31 1/2
Comm. Strtn. \$6	24	24	24	Transamerica (1.12)	9 1/2	9 1/2	9 1/2
Cum. Pf. (6)	64 1/2	64 1/2	64 1/2	Un. Car. and Carb	72	71 1/2	71 1/2
Cons. Gas. N.Y. (2)	82	82	82	Un. Pac. Rlys. (6)	96 1/2	95 1/2	95 1/2
Cons. Oil (25)	23 1/2	24	24	Un. Aircraft Corp.	19 1/2	20 1/2	20 1/2
Cons. Prod (3)	65 1/2	65 1/2	65 1/2	Un. Air Line Trans.	9	9 1/2	9 1/2
Douglas Aircraft	32 1/2	33 1/2	33 1/2	United Corp.	5 1/2	5 1/2	5 1/2
Du. Pont (2.60)	135 1/2	136 1/2	136 1/2	Unl. Gas Impr. (1.20)	17 1/2	17 1/2	17 1/2
Elec. Bond \$5 Pf (5)	15 1/2	15 1/2	15 1/2	Unl. Leaf Tob. (2)	64 1/2	64 1/2	64 1/2
Elec. Bond \$5 Pf (6)	68	69 1/2	69 1/2	U.S. Indus. Alcohol	46	46 1/2	46 1/2
Gen. Elec. (50)	35 1/2	35 1/2	35 1/2	U.S. Rubber	142	142	142
Gen. Foods (1.80)	32 1/2	32 1/2	32 1/2	U.S. Steel	46 1/2	47 1/2	47 1/2
Gen. Motors (1d)	53 1/2	54 1/2	54 1/2	Vandium	18	18	18
Gen. Ry Sigs (1)	33 1/2	33 1/2	33 1/2	Warner Bros. Picts.	8	7 1/2	7 1/2
Bl'd	—	—	—	West E. & M. (85)	86 1/2	86 1/2	86 1/2
ex div	—	—	—	Call Money	4 1/2	4 1/2	4 1/2

1 possible mutation

THE "CITY'S
CASH"

Wartime Secret

London, Oct. 10.
The City of London's estate has
a rentroll of more than £300,000 a
year, which forms the source of
revenue of a fund known as "The
City's Cash."

CINEMA TRADE NOTICES

THE SCARLET PIMPERNEL

Anthony Bushell, who plays Sir Andrew Fournes in the new Korda production, "The Scarlet Pimpernel," had two decisive strokes of luck that helped in the shaping of his career. One was meeting the late Sir Gerald Du Maurier, through whose kindness he made his debut on the stage; the second was meeting George Arliss, who offered him his first screen part in "Disraeli."

"Tony" was born at Westerham, Kent, among the hops. At any rate his father brewed beer, and if one may believe Tony, very good beer at that! He was educated at Oxford and while at College showed exceptional prowess at athletics. In his first year he won the middle-weight boxing championship and later stroked the college Eight.

Recently he returned to England and at once found himself in great demand by the film studios. His latest British films include "Silver Greyhound," "Red Wagon," "Sally Bishop," "Soldiers of the King," and the United Artists "Lilies of the Field" in which he had a part ideally suited to his easy half-jocular style.

In "The Scarlet Pimpernel," which is at the King's Theatre to-day, Tony has a grand role as the Pimpernel's "right hand man," a leading spirit of the Pimpernel League.

THE FARMER TAKES A WIFE

Hollywood has at last found the answer to its prayer for a new star in the person of tall, lean and handsome Henry Fonda.

Henry Fonda is the young man who in one short year jumped from obscurity to the centre of the spotlight on Broadway as the leading character in the Elser-Connelly play, "The Farmer Takes A Wife." Now he sweeps on to conquer new fields in the Fox Film version of the play which comes on Wednesday to the King's Theatre and stars him with Janet Gaynor.

Over six feet in height, with wavy black hair and commanding blue eyes, Fonda embodies all the charming contradictions of the which a man is capable. He is shy, yet magnetic and compelling; he is tender, with a feeling of sternness underneath, he can be at one and the same time, a woman's ideal of a friend.

Fonda is cast in the role of the farmer in "The Farmer Takes A Wife," which was originally adapted from the book, "Rome Haul," by Walter D. Edmonds. It is the living romance of a girl of the rivers and a boy of the soil, set against the background of a young country in a period of gusty and colorful growth.

LESIE HOWARD **MERLE OBERON**

TO-DAY ONLY at 2.30, 5.10, 7.15 & 9.30 P.M.

"The SCARLET PIMPERNEL"

A UNITED ARTISTS PICTURE

ALSO "MICKEY MOUSE" IN "MICKEY PLAYS PAPA"

A NEW WALT DISNEY

JANET GAYNOR—HENRY FONDA

"THE FARMER TAKES A WIFE"

A FOX PICTURE

QUEEN'S THEATRE

SHOWING TO-DAY at 2.30, 5.10, 7.20 & 9.30 P.M.

...PLUNGED TO THE HILT in Terrifying Mystery!...

THE FLORENTINE DAGGER

DONALD WOODS • MARGARET LINDSAY

TO-DAY AT THE CINEMA

Hong Kong

KING'S:—
"The Scarlet Pimpernel"

QUEEN'S:—
"The Florentine Dagger"

ORIENTAL:—
"G-Men"

Kowloon

ALHAMBRA:—
"Rocky Mountain Mystery"

MAJESTIC:—
"One Is Guilty"

Coming

KING'S:—
"The Farmer Takes A Wife"

QUEEN'S:—
"Becky Sharp"

ORIENTAL:—
"Society Doctor"

"Baby Face Harrington"

"Here Comes The Navy"

"Advice To Lovelorn"

FRANCE HAS KEY TO SITUATION

(Special Air Mail Service)

London, Oct. 10.

I have repeatedly pointed out that effective action can be obtained only if France and Britain are in full and complete agreement. Mr. Laval has often informed the British delegation that France would not support his abandoning the recent accord with Italy unless he could demonstrate that France suffered no net loss of security against an aggression upon her frontiers.

It is from the Right of French political opinion that M. Laval has most to fear on that score. The British Government, I learn, has fully recognised that fact. It was the foremost point in the Cabinet's mind when it considered the whole European position yesterday.

The subject has, I believe, formed the basis of discussions during the past 24 hours between Sir George Clerk, British Ambassador in Paris, and M. Laval. These diplomatic exchanges must have an intimate bearing on the decisions which the French Cabinet should reach to-morrow. M. Laval, after consultation with his Parliamentary and expert advisers, is expected to-morrow to determine precisely the attitude which he will adopt at the League Council and Assembly, should they be called together.

HUNGARIAN APPROACHES

(Special Air Mail Service)

London, Oct. 10.

Distrust of Germany is general throughout Central Europe, even amongst the former allies of the German Empire. General Gombos, the Hungarian Dictator, is strongly pro-German, but he does not carry his country with him altogether. At the same time, Hungary is not without hope of recovering her lost territories and she is naturally attracted to any Power that is opposed to the status quo in Europe. She therefore looks upon Germany with mixed emotions. She is also very weak and is surrounded by potential enemies, so that she cannot afford to take risks. It is probably premature to speak of a German-Hungarian alliance, but a certain community of interests in the presence of the alliances between Russia and Czechoslovakia and between Russia and France is bringing Germany and Hungary together. General Gombos and his followers would like to see a broad understanding between Hungary, Germany, Poland, Austria, and Italy. These Powers would make a very powerful combination. They are all—except Poland—against the status quo. Hungary has been cultivating the friendship of Poland, but Polish policy remains enigmatic; whether it is really as pro-German as it appears on the surface seems doubtful. But it may be that the visit of General Gombos to Berlin is an attempt to prepare the way for the ambitious and rather unlikely combination to which he and his followers aspire.

MAJESTIC THEATRE

NATHAN ROAD, KOWLOON

TO-DAY & TO-MORROW

At 2.30, 5.20, 7.20 & 9.20 P.M.

One of twelve was guilty!

Who was the man of mystery in the most baffling mystery romance of the year?

ONE IS GUILTY

Ralph Bellamy
Shirley Grey
Warren Hymer
Directed by Lambert Hillyer

ITALIAN ANGER

(Special Air Mail Service)

London, Oct. 10.

Attacks on Britain are again the leading feature of the Italian Press.

Bitter and resentful comment is made on the reported British inquiry as to France's attitude in case of an attack on the British fleet in the Mediterranean. It is pointed out that Signor Mussolini has given the most explicit assurances that Italy has no hostile intentions to Britain.

Senator Davanzoli, leader of the anti-British campaign and the Fascist Government's official radio spokesman, asks whether this inquiry is a confession of Britain's future intentions. Does it mean, he asks, a Mediterranean blockade?

The Senator, in his attack on Sir Samuel Hoare, comes out in new colours as a champion of the League. In the name of Italy he protests against interpretations of the Covenant being treated as a matter for private negotiations between Britain and France.

"It would be the death knell of the League if it were to be continually subject to diplomatic bickering between Paris and London," he says. "The other members cannot allow the interpretation and application of the Covenant to oscillate between the most opposite extremes in obedience to the prevailing interest of Britain."

Short Story

"I regret to announce," said the referee, "that the fight is off. The boxers have quarrelled."

ALHAMBRA

TO-DAY at 2.30, 5.20, 7.20 & 9.30 P.M.

CHAMPION

Lone protector of a terror-stricken family marked for death by an unseen, unknown peril... the mysterious Black Rider!

Adolph Zukor presents

Zane Grey's

ROCKY MOUNTAIN MYSTERY

A Paramount Picture with Randolph Scott Charles 'Chic' Sale

ORIENTAL THEATRE

LAST 4 TIMES TO-DAY

A SENSATIONAL THRILLER YOU CAN'T AFFORD TO MISS!

G-MEN

Starring JAMES CAGNEY

With ANN DUDRACK—Huge Star Cast!

Prices Matinees 20 c.—30 c. Evenings 20 c.—30 c.—50 c.—70 c.

O-MORROW & THURSDAY

THE MOST GRIPPING HOSPITAL DRAMA EVER FILMED!

SOCIETY DOCTOR

CHESTER MORRIS
VIRGINIA BRUCE
ROBERT TAYLOR
BILLIE BURKE
RAYMOND WALBURN

THE ARIZONIAN

Richard Dix's newest picture, "The Arizonian," includes a cast which represents a wide range of age and service in motion pictures. Dix himself has been starred for twelve years, appearing in almost a hundred productions. Francis Ford, star of early motion pictures is seen in an important role. Margot Grahame, leading light of more than forty English stage and screen productions, was imported for a prominent role in "The Informer." "The Arizonian" marks her second appearance as Dix's female lead.

"The Arizonian" scheduled to be screened at the Queen's Theatre soon is deemed a "Cavalcade" of the west. It is a romantic history of the early eighties, and in producing it, Arizona history was consulted. No incident of the thrilling record of the American Frontier was allowed to go unnoticed, and as a result the picture graphically portrays many incidents of that day.

DANCING DISPLAY

Miss Violet Capell is holding her 12th Annual Dancing Display at the King's Theatre on Wednesday, November 10, at 5.10 p.m. sharp.

The Dress Rehearsal will take place at the King's Theatre at 10 a.m. sharp on Sunday, November 3, and part of the proceeds of the Show will be given to the London Hospital and Hong Kong Benevolent Society.

It Must Be Done

There once was a maiden of Slam, Who said to her lover, young Klam: "If you kiss me, of course You will have to use force, But I'll wager you're stronger than I am!"

THE FLORENTINE DAGGER

Ben Hecht, long famous as a writer of bizarre and unusual novels and film plays, a list of which includes such works as "Scarface," "Front Page," and "Crime Without Passion" and so many others, has scored again, with the weirdest most baffling mystery story of his career, "The Florentine Dagger," which opens at the Queen's Theatre to-day. The Clue Club, selected this story for the third picture to be produced by Warner Bros., under its auspices, and again this organization of mystery fans has made an admirable selection. The audience will shiver and thrill, as the strange and unusual romance unfolds, by an all star cast headed by Donald Woods and Margaret Lindsay.

Donald Woods gives a startling portrayal and as for Miss Lindsay and her gripping depiction of a young girl accused of patricide, her work stands pre-eminent.

NAVAL PETS

(Special Air Mail Service)

London, Oct. 10.

The announcement that H.M.S. Excellent requires a bear for its menagerie may sound odd to landmen. The fact is that H.M.S. Excellent is the name given to the Naval Gunner School on Whale Island, off Portsmouth. The school also has an aviary.

Warships, however, often carry single animals as mascots. There was a famous bear kept on board a ship of the Grand Fleet during the war, and the Valiant now has a superb Great Dane.

When in Australian waters some years ago, Drake carried an emu and a kangaroo. The emu is now on Whale Island.

GOOD DESIGN

How To Appreciate Them

(Special Air Mail Service)

London, Oct. 10.

Recommendations for the abandonment of the traditional Scottish bias towards an academic education, and the inclusion of art in the bursary and University preliminary examinations, are contained in the first report of the Scottish Committee of the Council for Art and Industry, published to-day.

The committee was appointed by the President of the Board of Trade in April, 1934, to carry out for Scotland similar work to that of the Council in England, in an attempt to raise the standard of design of goods offered for sale by helping the public to be more critical and less easy to please.

It is believed by both the Council and the committee that articles of good design, attractively presented, will find a good market if the buying public can become conscious that there is a possibility of beauty in things of everyday use.

But Scottish and English purchasers are too ready to accept merely what is offered, and it is in an effort to teach them how to be critical that the committee recommends greater room for art in the schools, which in Scotland provide 90,000 new purchasers each year.

FACTORS AGAINST

It should be the aim of art teaching to make all pupils capable of appreciation, says the report. There are three factors, however, which operate against art receiving its due place—the influence of the Universities, the lack of occupations requiring art qualifications, and the academic tradition of Scottish education.

The committee does not suggest that there is any antagonism in Scottish Universities towards art, but it understands that no opportunities exist in entrance and bursary examinations for a student to show what he knows of the subject.

It submits that, having regard to the importance of art and the appreciation of art as an element in education and in the formation of character, quite apart from their value in industry, a strong case exists for the Universities to reconsider art's place in the entrance and bursary regulations.

On the Scottish tradition the committee makes a stronger declaration. "We are driven to the conclusion," it states, "that the academic tradition is a potent influence in the elimination of art from the secondary school. It is reinforced by the fact that the great majority of teachers are graduates who have entered the University through the Leaving Certificate."

"Head masters are selected for their position mainly by virtue of academic qualifications, and there is, we believe, a distinct tendency to urge pupils along an academic line."

BEST FOR PUPILS

The committee also declares that it has been deeply impressed by the evidence it has seen of the desire throughout the teaching profession to do the best for the pupils, and it emphasises that it is the general problem in front of it to be solved there must be a relaxation of the academic outlook.

Evidence given to the committee, and quoted in the report, upon

MR. DE VALERA'S POLICY

The Abyssinian Crisis

(Special Air Mail Service)

Glasgow, Oct. 10.

It was announced in Ennis on Saturday night that Mr. de Valera had sent a telephonic message from Geneva asking that a public meeting of his constituents should be called at Ennis for Sunday next.

The announcement has aroused considerable excitement and speculation in the Free State. It is understood that Mr. de Valera intends to state how far he is prepared to go in support of Britain in the Abyssinian crisis, and also to define his attitude towards Britain in so far as domestic affairs are concerned.

He will, of course, reiterate his intention of marching on towards the attainment of his ultimate goal—a Republic.

REPLY TO CRITICS

Mr. de Valera will reach Dublin from Geneva to-morrow evening. He will broadcast from Athlone on Thursday, and will address a big rally of his supporters in his own constituency of Ennis, County Clare, on Sunday. He has on many previous occasions selected his own constituency in which to make an important declaration of policy.

Mr. de Valera sent a message by telephone from Geneva to Mr. Gerald Boland, Minister for Posts and Telegraphs, to have arrangements made for the Ennis meetings through Senator Honan. The fact that the broadcast talk on Thursday must necessarily be limited has, it is stated, led to the calling of the public meeting on Sunday.

Mr. de Valera intends replying to the critics of his Geneva speech.

Mr. de Valera, in his speech at Geneva on September 16, said: "By our own choice and without compulsion we entered into the obligations of the Covenant. We shall fulfil these obligations in the letter and in the spirit. We have given our word and we shall keep it."

the lack of occupations requiring qualifications in art is that art teachers would welcome a closed connection with employers, but would like to be assured that the prospects are reasonably good before proffering advice to pupils.

In the past teachers have hesitated to suggest art work on account of the lack of opportunity, the unattractive remuneration for the vocation of designers, and the lack of encouragement given to the originality of designers and craftsmen.

DECORATION OF SCHOOLS

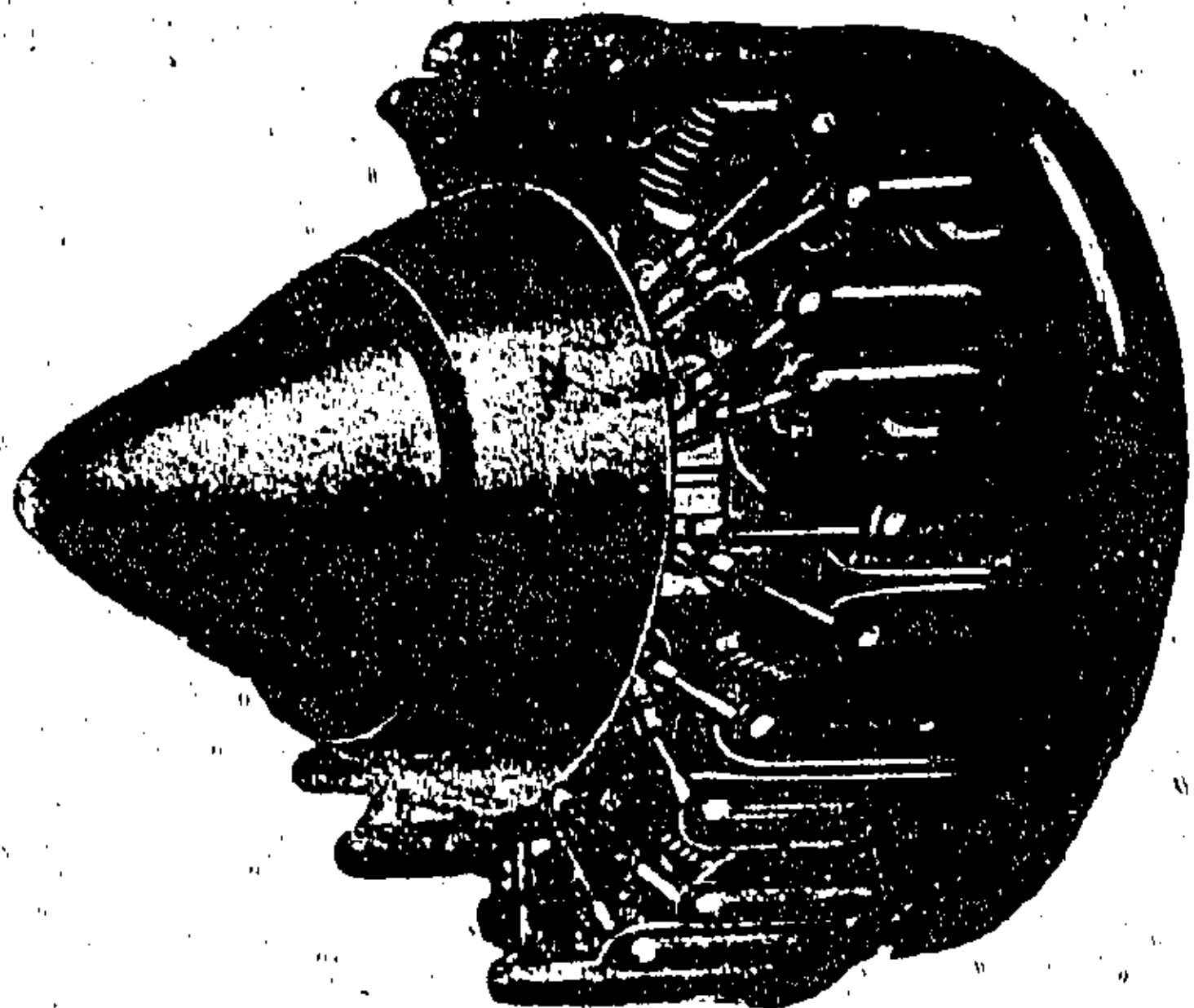
The committee favours the decoration of schools and the laying out of their environment in a manner that would afford a constant lesson in the appreciation of art. Decoration, it believes, should be regarded as of first importance.

It also favours co-operation with the parks department in the laying out of school grounds; the existence of school museums supplemented by visits to national and city museums, and the circulation by Education Authorities of reproductions of pictures and objects of good design.

Every child who leaves school, says the committee, in another chapter of the report, should have

AVIATION

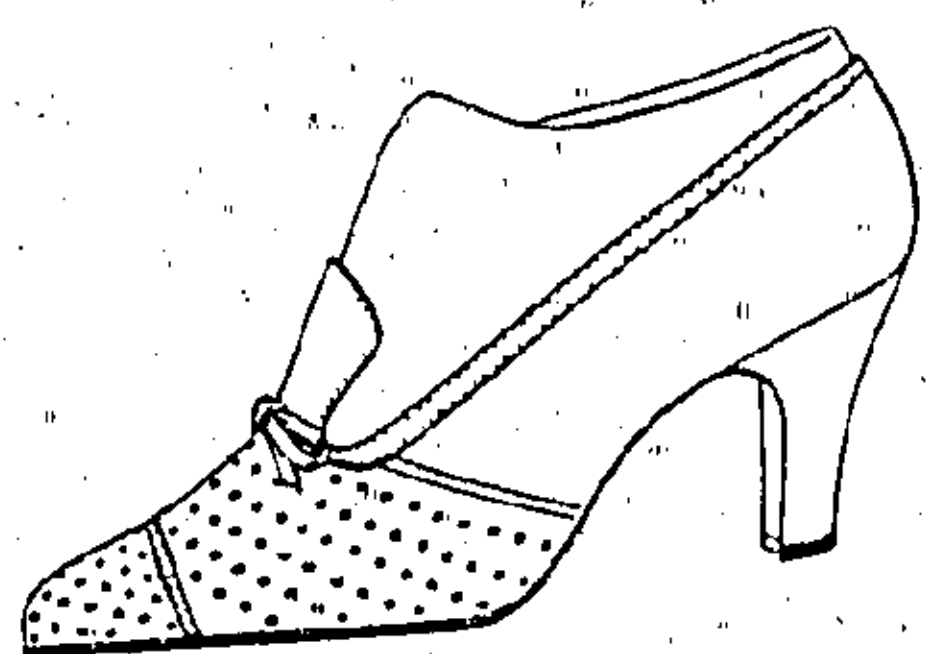
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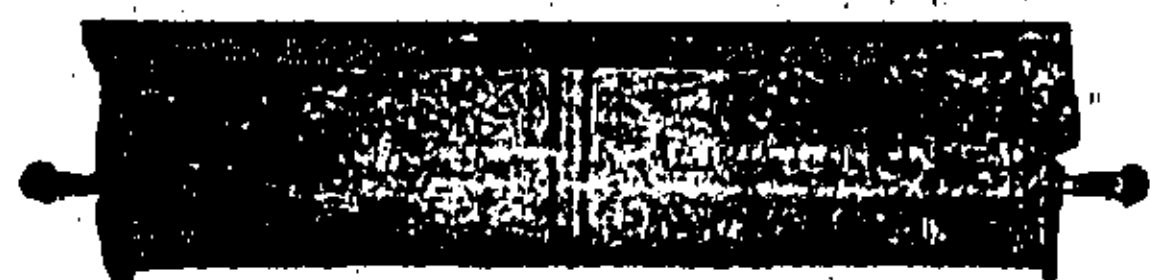
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all day!



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men prefer. Refuse substitutes—nothing else is
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scalps. Anzora Violets for dry scalps. Anzora
Brilliantine for glossy hair. At all Chemists,
Hairdressers and Stores.

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ANZORA
PERFUMERY
Co., Ltd.,
London, N.W.6,
England.

Around the Courts

COMMITTED TO SESSIONS

Charged with having on Septem-
ber 9, last year on board junk No
419Y off Yung Long Wan, Deep
Bay, together with others, wound-
ed Lo Yat with intent to maim,
disfigure or disable him, Chan Tai,
alias Tau Pei Lo, was committed
to stand his trial at the next
Criminal Sessions by Mr. W. Scho-
field at the Central Magistracy
yesterday.

Detective Inspector A. H. Elston
prosecuted while the defendant
was not legally represented.

After a brief outline of the case
was given by the prosecuting
officer, Dr. Luk Chuen Shuen,
medical officer of the Kowloon
Government Hospital was called.

Further formal evidence was
heard after which Lo Yat, the com-
plainant was called. He said that
last year he was engaged in smug-
gling sugar. On September 9, last
year, in the afternoon, he was in
a boat at Tsing Shan Keuk, north
of Lung Ku Tan. The boat belong-
ed to a man, Wong Luen Cheong.
It had cargo on board—three kinds
of sugar, sugar candy and matches.
Three men were aboard, they being
witness, defendant and another
man, Chiu Kwai. The boat sailed
from Tsing Shan Keuk and arrived
at Yung Long Wan at 5 p.m. On
the way, witness saw another boat,
which was also heading for Yung
Long Wan. That boat arrived first
and was anchored when witness's
boat reached the place.

Defendant went to the other boat
to have his meal while witness and
Chiu Kwai had theirs in their own
boat. Defendant returned to the
boat, and ten minutes after he had
finished his meal, he was asked to
bale the boat. As he was doing
this defendant hit him on the head
with a chopper.

Witness could not given any
reason for the assault upon him
but he thought the motive must
have been that defendant wanted
to get away with the cargo of
sugar without the knowledge of
the owner.

After further evidence was taken
defendant was committed to stand
his trial at the next Criminal
Sessions.

WOMAN ASSAULTED

Pleading guilty before Mr. Bal-
four at the Central Magistracy
yesterday, Lai Man, (18) unem-
ployed, was sentenced to on-
month's hard labour for assault-
ing Kwok Kam, a married woman.
The assault was stated to have
taken place in Bridges Street when
defendant demanded from com-
plainant's daughter, two cents.
This was refused, and defendant
was then accused by the girl's
mother of having struck her with his
fist, causing a black eye. The wo-
man was detained in hospital for
two days.

After sentencing defendant as
stated above, the Magistrate fur-
ther ordered defendant to be
placed under police supervision
for a year.

ANOTHER CASE

In another assault case, Tsang
Kau, (21) apprentice tailor, was
bound over and ordered to pay
\$20 amends, or go to prison for
three weeks in default, for assault-
ing Hon Kam, 24, tailor, of 18
Stanley Street.

It was stated that the trouble
arose over the loss of a piece of
cloth. The complainant picked
up a feather duster and struck
the defendant who rushed to the
kitchen and took hold of a chop-
per with which he struck the
complainant twice on the head. It
was a very dangerous looking in-
strument. It was believed the
wound had turned septic and the
complainant was under daily
treatment.

A fine of \$900, with the alter-
native of four months' hard lab-
our, was imposed upon Chung
Fung, 27, married woman, when
she pleaded guilty before Mr.
Wynne-Jones at the Kowloon Ma-
gistracy yesterday to a charge of
possession of thirty tael's of raw
opium at the Kowloon-Canton
Railway Station last Friday. Re-
venue Officer Major stated that
the opium was found in a cloth
band concealed on the body of the
woman.

Sentence of six months' hard
labour each was imposed by Mr.
Balfour at the Central Magistracy
yesterday on Fung Wah, 28, and
Ng Chan, 35, on charges of re-
turning from banishment. Wong
Him, 38, unemployed, was sent to
prison for two months on a
similar charge. Acting Sub-In-
spectors Smith prosecuted.

TWO YEARS' HARD LABOUR

Yip Yau-kan, an odd job music-
ian, with five previous convictions
for larceny from the person, one
for loitering and another for com-
mitting a felony, appeared before
Mr. W. Schofield and Mr. S. F.
Balfour, at the Central Magistracy
yesterday, charged with stealing
\$1.43 from Tang Kwan, a shop
fok, on board a tramcar in Des
Voeux Road Central on Sunday
afternoon.

Defendant admitted the charge,
and was sentenced to two years'
hard labour, and was ordered to
undergo two years' police super-
vision on the expiration of his
sentence.

Detective Sergeant Cashman
said that about 3.20 p.m. on Sun-
day complainant and defendant
were travelling in a west-bound
tramcar. Near the Hong Kong
and Shanghai Banking Corpora-
tion, the complainant felt a hand
in his pocket, and seized it. De-
fendant at the time had not with-
drawn his hand from the com-
plainant's pocket, and he had in
his hand \$1.43. There was a
struggle, and defendant got free
and jumped off the tram, only
to be arrested by an Indian con-
stable.

SCOUTS' GOOD WORK

The Kowloon Magistrate, Mr.
E. I. Wynne-Jones, commended two
boy scouts, Lau Ying Yeung and
Kong Ham Fuk, for their action
in catching a thief, when a 19
year old newspaper hawker, Chan
Yau was charged at the Kowloon
Magistracy yesterday on five
counts of snatching gold ear-rings
from different women on various
dates between October 8 and 26.

Defendant pleaded guilty to the
last charge and was sentenced to
six months' hard labour with 15
strokes of the birch, or, if found
unfit, to serve two months in de-
fault.

Detective-Sub-Inspector Poyntz
stated that the prosecution would
accept defendant's plea and in-
formed the Magistrate that it was
at the police station that defend-
ant admitted the thefts, but the
police did not have any evidence
of the first four charges other
than his own admission.

The last complainant, Chan
Kin-ming was walking along the
footpath at Cheungshawan Road
on Saturday when defendant came
up behind her and snatched the
ear-rings from her ears. When
he was caught the ear-rings were
found in his mouth. Defendant
was seen by two Boy Scouts, Lau
Ying-yeung and Kong Ham-fuk,
who chased and caught him.

Admitting a charge of possession
of 8,500 heroin pills on the ground
floor of No. 25 Bowring Road,
Wong Yuen, unemployed, was yes-
terday fined \$2,500, in default,
one year's hard labour, by Mr. W.
Schofield at the Central Magis-
tracy. The pills and parapherna-
lia found were ordered to be con-
fiscated. Revenue Officer Grim-
mitt said the premises were ap-
parently a manufacturing centre.

Arrested on information, Wong
Tim, aged 29, unemployed, was
brought before Mr. Wynne-Jones
at the Kowloon Magistracy yester-
day and was sentenced to nine
months' hard labour for returning
from banishment. Defendant, who
admitted previous convictions for
larceny and for keeping a sly bro-
thel, was banished for a period of
ten years on September 14, this
year. Detective-Sub-Inspector
Poyntz prosecuted.

Several cases of push-cyclists
disobeying traffic signals came be-
fore Mr. Balfour at the Central
Police Court yesterday. The offen-
ces occurred at the junction of
Queen's Road Central and Garden
Road, Connaught Road Central
(outside the Star Ferry wharf),
Des Voeux Road Central and
Jackson Road, and Connaught
Road Central and Pedder Street.
Wong Kwok-hing, 28, shop coolie,
was fined \$5, while a fine of \$3
each was imposed on Lam Hol, 21,
shop fok, and Cheung Ying, 24,
shop fok. Chan Tim, 16, shop
fok, was fined \$5 for riding a
bicycle in circles in Chater Road,
near Jackson Road. Sub-inspec-
tor Walsh stated that a complaint
was received from the Hong Kong
Club.

Brought before Mr. Balfour at
the Central Police Court yesterday

LOCAL ESTATES

Mr. D. McMurray's Will

Local estate to the value of \$85,-
000 was left by Mr. David Mc-
Murray, late of Tower House, 111
Sincclair Street, Helensburgh, Scot-
land, and formerly of Floribank,
East Newport, Fife, Scotland, who
died at Helensburgh on April 25,
1935. An application by Mr. C. B.
Rait, of the Chartered Bank of
India, Australia and China, Hong
Kong, the lawful attorney, for seal-
ing certified copy of confirmation
(nominate) of the executor of the
said deceased was granted. In his
will, the late Mr. McMurray ap-
pointed the London Office of the
Chartered Bank as sole executor.

Mrs. Patricia Mostyn (Hopkins,
who died at sea on the s.s. Kaiser-
I-Hind on August 30, 1935, left
local estate amounting to \$2,800.
The deceased was late of 378 The
Peak and was the wife of Mr. H. C.
Hopkins, sub-manager of the Char-
tered Bank of India, Australia and
China, to whom letters of adminis-
tration to the estate have been
granted.

Letters of administration to the
estate of Mr. William Bryden, mas-
ter mariner, who left \$2,300, have
been granted to the Hon. Sir
William Shenton, the lawful at-
torney. The late Capt. Bryden,
who was formerly in the employ of
the Douglas Steamship Co., Ltd.,
died at the French Hospital on
June 18, 1934.

Local estate amounting to \$1,300
was left by Mr. Samuel John Tay-
lor, late of 21 Royal Avenue,
Glenhury, Victoria, Melbourne,
who died at the above address on
May, 1934. An application by Mr.
H. J. Armstrong, solicitor, the law-
ful attorney, for sealing exemption
of probate of the will, has
been granted.

Mr. Fernandez Luis Higinio
Irujo, formerly a Customs
examiner of Wuchow, who died on
July 7, 1935, left local estate
amounting to \$4,900. Letters of
administration to the estate have
been granted to the widow, Mrs.
Sammie Elisa Irujo, of 49b, Peking
Road, Kowloon.

charged with the possession of 277
"po-plu" lottery tickets, Chan Ho,
29, widow, was fined \$20, with the
alternative of three weeks' hard
labour. Pleading guilty to the
possession of 125 tickets, Yeung
Kwong, 21, unemployed, was fined
\$30 or, in default, three weeks. Yu
Sik, 25, unemployed, was fined \$6
for the possession of 12 tickets.

H.K. POLICE RESERVES

ORDERS BY MR. D. BURLING-
HAM, INSPECTOR GENERAL
OF POLICE.

ARMISTICE DAY

The following Police Reservists
will parade for duty in connection
with the Armistice Day Celebra-
tions on Monday, November 11th,
1935.

CHINESE COMPANY

15 members of the Chinese
Company to parade at Central
Police Station at 09.30 hours to
draw arms and 30 members to
parade at the Chinese Company
Headquarters at the time ar-
ranged.

Dress—White Uniform, Sunhats,
Belt with Brace, and Truncheons.

INDIAN COMPANY

33 members of the Indian Com-
pany to parade at Central Police
Station at 09.30 hours to draw
arms.

Dress—White Uniform, Sunhats,
Belt with Brace, and Truncheons.

FLYING SQUAD

12 members of the Flying Squad
to parade at Central Police Station
at 09.30 hours to draw arms.

Dress—White Uniform, Sunhats,
Belt with Brace, and Truncheons.

EMERGENCY UNIT RESERVE

15 members of the Emergency
Unit Reserve to parade at Central
Police Station at 09.30 hours.

Dress—Khaki Helmet, Khaki
Tunic, Khaki Shorts, Puttees, Belt
with Brace, Holsters and Re-
volvers.

CHINESE COMPANY

Training Course—Part II—All
recruits of the Chinese Company
who have not yet passed Part II
of Training Course will attend at
the Chinese Company Headquar-
ters on Tuesday, October 29th at
17.30 hours for instruction.

INDIAN COMPANY

Company Meeting.—All members
of the Indian Company are re-
minded of the Company Meeting
to be held at the Indian Company
Headquarters on Monday, October
28th at 17.30 hours.

1st Aid Classes.—All members
taking this course will report at
the Indian Company Headquarters,
on Tuesday, and Thursday, 29th
and 31st October, 1935, at 18.30
hours for instruction.

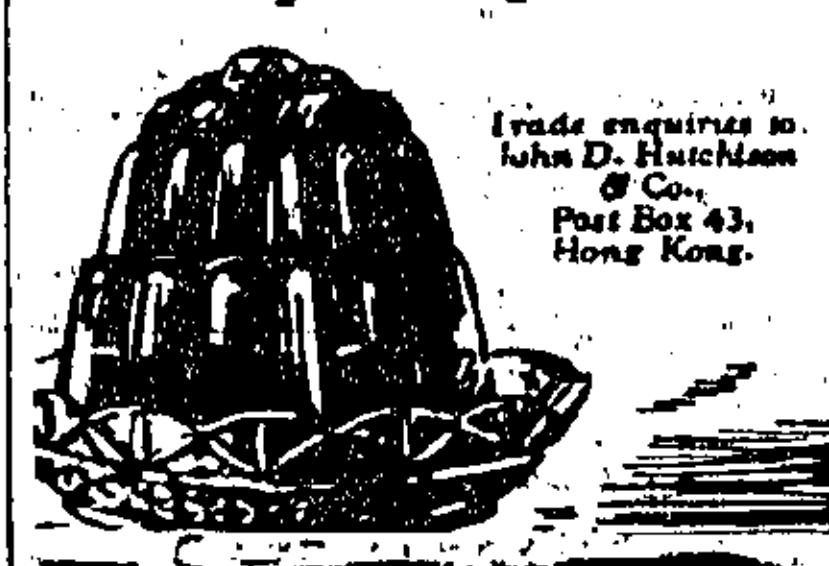
EMERGENCY UNIT RESERVE
Riot Drill.—A Riot Drill will be
carried out by members of the
Emergency Unit Reserve on Fri-
day, November 1st, 1935. All
members will parade outside
Queen's Pier at 17.20 hours sharp.
Dress—optional.

D. L. KING,
D. S. P. (R)
Hong Kong, Monday, Oct. 28.

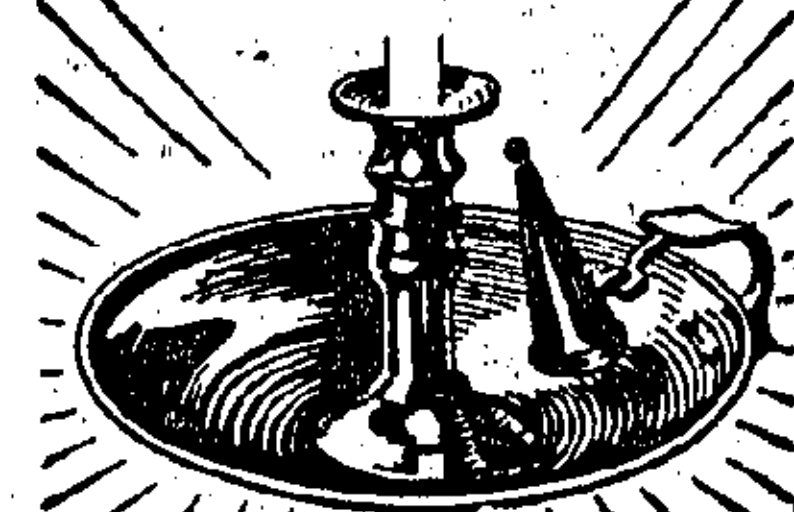


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EMPIRE EXHIBITION ARRANGEMENTS

Plans On An Elaborate Scale

With less than a year to go, preparations for the great Empire Exhibition, to be held at Johannesburg, South Africa, between September, 1936 and January, 1937, are well advanced, and the staff employed on the 100-acre site, counting white employees and black labourers, is approaching 200. This figure is increasing almost daily.

Official acceptance from the various Empire Governments have started to come in, headed by that of Great Britain. She proposes to put up a very ambitious pavilion, rivaling that recently built at the Brussels Exhibition. Canada and Australia have followed suit. Southern Rhodesia has booked space and many other reservations are pending.

Experts are being sent out by the United Kingdom, as well as by other members of the Commonwealth, to supervise the preparations.

Not only has great interest been shown by all the Dominions and Colonies, but even the Mandated Territories, including Palestine, are likely to participate. Valuable help is being received there from the Zionist organisation.

Significant of the great response of the South African public to the whole scheme is the result of a competition, lately organised by a leading Johannesburg newspaper, for the best suggestion on: "What I would like to see at the Empire Exhibition."

Masses of entries were received, suggestions ranging from the proposed importation of the Crown Jewels for the occasion, to the reconstruction of prehistoric animals.

PRESS PROPAGANDA

Not only have white South Africans plumped for the Exhibition, but the various native tribes, through their vernacular newspapers are also showing much keenness. Press matter in a dozen different languages, including English, Dutch, German, Portuguese, Greek, Gujarati, Zulu, etc., has been appearing on the Continent.

Even outside the British Empire, in the U.S.A., Holland, Spain, Italy, France, Germany, China, etc., details about the Empire Exhibition are being broadcast, while in Africa itself it is being featured as far away as Cairo.

"Can Deep-Sea fish live at an altitude of 6,000 feet?" This will be one of the remarkable scientific questions which will be answered, during the Empire Exhibition. The town of East London, Cape of Good Hope Province, is proposing to provide a copy of its famous Aquarium on the lofty plateau where Johannesburg is situated.

Dr. J. Nanni, Curator of the institution, plans to bring up trial shipments of strange creatures of the Southern Ocean 600 miles inland by aeroplane. If they stand the journey, a unique collection of much greater size will be forwarded by the same means. Africa's biggest Motor Park, covering 25 acres, and capable of holding 13,000 cars, is in process of being laid out, immediately adjoining the Exhibition grounds, which gives an indication of the attendance expected.

THE AMUSEMENTS

Mr. Alex. Cherniavsky, the well-known impresario, who was responsible for bringing to South Africa Pavlova, Jascha Heifetz, Galli-Curci, the Grenadier Guards Band, Kubelik the violinist, and many other international attractions, has been put in charge of the entertainments at the Exhibition. He will help to plan the huge programme of amusements which is being produced in the Open Air Theatre, with its 20,000 seats and on the water stage near the artificial lake. The Director of Entertainments is leaving immediately for London to make the necessary arrangements on behalf of the Exhibition Committee.

"Living Chess," played by champions, is one of the spectacular features to which the Exhibition will be introduced, in connection with which a British Empire Chess Tournament will also be held.

The Port of London Authority is among the important concerns that have decided to erect their own building at Milner Park, Johannesburg, during the Exhibition. A 60-foot high replica of the famous structure near the Tower is to be provided. Inside, elaborate displays of the docks, showing

their importance to the Empire, will be arranged.

Combined exhibits are being organised by leading South African towns and districts, including the picturesque Transkeian Territories in the Cape of Good Hope Province, where natives live under their chiefs with something very like self-government.

ARTIFICIAL LAKE

Excavations for the artificial lake on the hillside at Milner Park, to be fed by a beautiful cataraact, are well advanced, and actual building on the first two heavy Machinery Halls which cover several acres, has also started. Empire materials are being used.

Typical of the growing ambitions of various exhibitors, is that of the city of Port Elizabeth, which started off by booking a mere 5,000 square feet, and is now thinking of making this 13,000 square feet.

A big drive to popularize high-quality foodstuffs is planned for the Empire Exhibition restaurants, by the Union of South Africa's Government Department of Agriculture. It will supervise the grade of all products, such as milk, meat and vegetables, which are to be supplied. Delicacies from all parts of the Empire will be obtainable in the numerous places of refreshment.

Green, gold, and blue, the South African colours so often featured on the sporting field at home and abroad, have been chosen for the Empire Exhibition, and a design for a suitable badge is now in process of preparation, equivalent to the famous Wembley lion.

U. S. MINISTER HERE

On Way To The Philippines

Mr. George H. Dern, U.S. Secretary of War, who is on his way to Manila to attend the inaugural ceremonies of the Philippines Commonwealth, arrived in Hong Kong yesterday on board the U.S.S. Chester, travelling in the same party as Mrs. Dern, Mr. James Dern, Captain H. G. Abbot, Brigadier-General Creed F. Cox, Colonel Campbell, Major E. Hodges, and Major Harry A. Bishop. An exchange of salutes was fired when the cruiser arrived in port.

Shortly after the arrival of the warship, the U.S. Consul-General, Mr. Charles Hoover, went aboard to meet the distinguished visitor, who landed at Queen's Pier at 10.5 a.m. and proceeded to Government House to make an official call on H.E. the Officer Administering the Government (Hon. Mr. N. L. Smith). Here Mr. Dern inspected a guard of honour from the Lincolnshire Regiment under Captain A. G. Lawe.

At 11 o'clock, the Officer Administering the Government returned the call aboard the Chester.

During his stay in the Colony, Mr. Dern will fulfil a number of engagements. He was entertained to tiffin at Shok-O by Mr. and Mrs. L. Dunbar yesterday, and in the afternoon made a motor trip round the Island. At 4.30 p.m. he was entertained to tea by Mr. V. M. Grayburn, Chief Manager of the Hong Kong and Shanghai Banking Corporation, after which he was shown over the Bank's new building.

Mr. and Mrs. Charles Hoover last night gave a dinner party in honour of Mr. Dern at the Peninsula Hotel, to which numerous invitations had been issued.

Mr. Dern, who has been Secretary of War since 1933, and who is 62 years of age was associated with the mining industry in the United States as a young man, later holding office in various enterprises. He was a member of the State Council of Defence in the World War, was Governor of Utah from 1925 to 1932, and was Chairman of the Governors' Conference in 1929 and 1930. He was the author of the Workmen's Compensation Law, the Corrupt Practices Act, and the State Mineral Land Leasing Law.

CORRESPONDENCE

The Street Sleepers

To the Editor of the "Hong Kong Daily Press"

Sir,—May I appeal to the Public, through the medium of your Paper, for funds to enable the above Society to carry on the work this winter of providing shelters for those who would otherwise be compelled to sleep in the streets.

The two shelters which were run on Hong Kong Island last winter provided one night's lodging for 33,245 coolies. These figures speak for themselves as to the need for providing accommodation during the cold winter nights for the unemployed and for those who cannot afford to pay for a night's lodging.

With the present depression the need for such shelters has become even more manifest.

A shelter in the populous district of Yau-mat is also badly wanted, and the Committee earnestly hope that, with the generous support of the Public, they will be able to equip and run this much-needed shelter in Kowloon and to continue the other two shelters.

Last winter the money spent on the two shelters, then in being was over \$4,600, and in order to carry out our three-shelter programme for this winter, gifts to the amount of five thousand dollars will be required.

By kind permission, donations may be sent to the Manager, South China Morning Post, and will be acknowledged in that Paper.

Donations may also be sent to the Hon. Treasurer, Mr. Andrew Cheung, 9 Norfolk Road, Kowloon Tong, and to the Hon. Secretary, Miss Ruby Mow Fung, c/o Gilman and Co., 4a Des Voeux Road, Central.

Thanking you for inserting this letter,—I am,

Yours faithfully,
H. E. POLLOCK,
Chairman, Street Sleepers
Shelter Society.
Hong Kong, Oct. 28.

THE AMBULANCE BRIGADE

Members To Be Invested

An Investiture of the Venerable Order of St. John of Jerusalem will be conducted by His Excellency, the Officer Administering the Government, the Hon. Mr. N. L. Smith, at the St. John Ambulance Headquarters, Tai Hang Road, on Wednesday, October 30 at 5.15 p.m. With the approval of His Majesty the King, Sovereign Head of the Order, the following will be invested with the insignia of their respective ranks:—

The Hon. Sir William Shenton, Kt.

From "Officer" (Brother)

To "Commander" (Brother) of the Order.

Mr. Aw Poon Haw (Silver Donat Badge)

Admitted to the Order with the Rank of "Officer" (Brother).

Mr. Chau Man Chi (Silver Donat Badge)

Admitted to the Order with the Rank of "Officer" (Brother).

Mr. Tang Shiu Kin

Admitted to the Order with the Rank of "Officer."

Mr. Ip Kwai Chung (Bronze Donat Badge)

Admitted to the Order with the Rank of "Serving Brother."

All Divisional Officers, Surgeons, Men and Nurses will attend in uniform and must be in their places not later than 5 p.m.

Relatives and friends of the recipients as well as those of members are cordially invited to witness the ceremony at which ordinary dress will be worn.

In view of the short notice no invitation cards will be issued.

TOKIO MARKET BOOM

(Special Air Mail Service)

London, Oct. 10. Markets advanced strongly today as the result of the situation between Italy and Abyssinia, which is regarded as most critical, according to a Tokyo correspondent. This advance was also partly due to the movements of the German "dark horse" in its Central European policy, and to the Memel elections, with their possible eventual results. Russia is being watched keenly here.

PROPERTY SALE

Inland Lot Disposed

At the China Auction Rooms, No. 5, Queen's Road, Central, yesterday afternoon, a valuable leasehold property registered in the Land Office as the Remaining Portion of Inland Lot No. 225A, together with all messages or tenements erections and buildings thereon, now known as No. 16, Sai Street and Nos. 37 and 39, Lower Lascar Row, was sold by the order of the mortgagees by public auction.

The property is held from the Crown for the further term of 924 years.

The upset price for the lot was \$20,000 and with one advance bid of \$100, Mr. Lam How of No. 88, Bonham Strand East, 1st Floor, became the purchaser.

Mr. E.V.M.R. de Sousa conducted the sale, while Messrs. Russ and Company were the solicitors for the mortgagees.

POPPY DAY FUND

Here are two of the many ways in which the money raised on Poppy Day is spent:—

Relief Fund: 400,000 ex-service men and dependants assisted at a total cost of £209,067. The Legion has 3,787 honorary local benevolent committees.

Housing 147 cottage homes maintained for disabled married ex-service men unable to secure other suitable accommodation within their means.

POPPY DAY APPEAL

Previously acknowledged	\$1,750
The Staff, A.P.C. Hong Kong	180
V. M. Grayburn	100
S. S. Perry	100
H. S. Hills	25
Prof. W. Brown	10
C. A. Pentreath	10
H. C. Watson	10
Total	\$2,165

Further contributions will be gratefully received by Mr. F. C. Maunders, Secretary to Earl Haig's Fund, York Buildings, Hong Kong. Cheques should be made payable to Thomson & Co., and crossed "Poppy Day Fund."

GENERAL YEN IN SHANGHAI

Nanking, Oct. 27. General Yen Hsi-shan, the Pacification Commissioner for Shansi, who arrived here from Taiyuan yesterday to attend the Sixth Plenary Session of the Central Executive Committee, visited this morning Dr. Sun Yat-sen's Mausoleum to pay homage to the late Party Leader. He was accompanied by Mr. Chao Pei-lan, Vice-Chairman of Mongolian and Tibetan Affairs Commission, and others.

General Yen made a round of calls later in the morning on the high Government officials here, including Mr. Yu Yu-jen, President of Control Yuan, Mr. Chu Chen, President of Judicial Yuan, and Mr. Yeh Chu-tsang, Secretary-General of Central Party Headquarters.

General Yen was the guest of honour at a dinner party given by Mr. Wang Ching-wei, President of Executive Yuan and concurrently Minister of Foreign Affairs, at 7 o'clock this evening.

The reports that General Yen will return to Shansi shortly were denied by those close to him. The Shansi military commander will not go to Nanking prior to the conclusion of the Sixth Plenary Session of the Central Executive Committee.

ANTI-RED CAMPAIGN

Taiyuan, Oct. 27. No effort has been spared by General Yen Hsi-shan to check the penetration of communist influence into Shansi Province.

In order to make the people realize the cruelty and atrocity of the communist bandits, General Yen has recently issued identity orders to various districts in the province, instructing that they should send delegates to Taiyuan to organize a party to investigate into the destructive activities of the red marauders in North Shansi recently. The results of their investigations will be made to be known to the people so as to prepare them against the Red menace.

It is understood that 17 delegates have already assembled here and are making preparations for the investigation tour.

SWATOW NEWS

Dispute Settled

Swatow, Oct. 22. Since writing my last letter I am glad to report that the Sino-Japanese dispute has been amicably settled. The exact terms of the settlement, however, cannot be verified. Proper details vis-a-vis the issue are lacking and apart from the "headline" that the case was settled, local papers dared not or were not permitted to say anything else. Many rumours regarding the actual terms were circulated. One was that the 300 bags of rice were to be released, plus a compensation of \$120,000, which also partly covered the arrest, and subsequent non-delivery of a Japanese subject. How far this is true is not known; in any case the tension has been relieved to the satisfaction of everybody.

The U.S.S. Asheville and H.M.S. Grimsby arrived in port the other day. With additional foreign men-of-war in the harbour the fear of a clash between Japanese and Chinese was naturally heightened. The Asheville only remained here overnight, and the Grimsby has since returned to Hong Kong after having been not too successful against local teams at soccer. At the moment, we have only one Japanese destroyer in port, the rest of the fleet having left as soon as the dispute was settled.

The local general—Lee Hon Wan—has embarked on a "morality campaign" on a large scale, and is much feared by the military and laymen. All Government officials and servants are no longer allowed to indulge in gambling and other vices. A special squad of "Leng-pang" (military police), nicely armed and clad in khaki serge, on cycles, is being employed on the job. Their principal duty consists in visiting hotels, restaurants and brothels, day and night, scouring for military and civil servants who dare to infringe the regulations. It is also said that government servants cannot even play mahjong in private houses, and also business-men in their hongs or shops, not to mention clubs in which gambling has been prohibited for the last few years.

There have been several changes in important government departments. We have a new Chief of Police in the person of a Mr. Soong, while Mr. Lee Yuen Wo has taken over the duties of Mayor of the city. Mr. Hsiao Sung Chin has been relieved of the post of Superintendent of Customs by one Mr. Cheung from Canton. Mr. Liu, a former Chief of Police here, is appointed head of the Harbour Navigation Bureau.

NEW CHINA POLICY

Aims At Co-operation

Shanghai, Oct. 27. It is learned from Japanese quarters to-day that the new China policy as envisaged by the Tokyo General Staff is aimed at co-operation between the two countries with the recognition of the Manchukuo as a necessary requirement.

High spots of the policy follow:—
1—The object of the army's China policies is to secure permanent peace and order in the Orient.

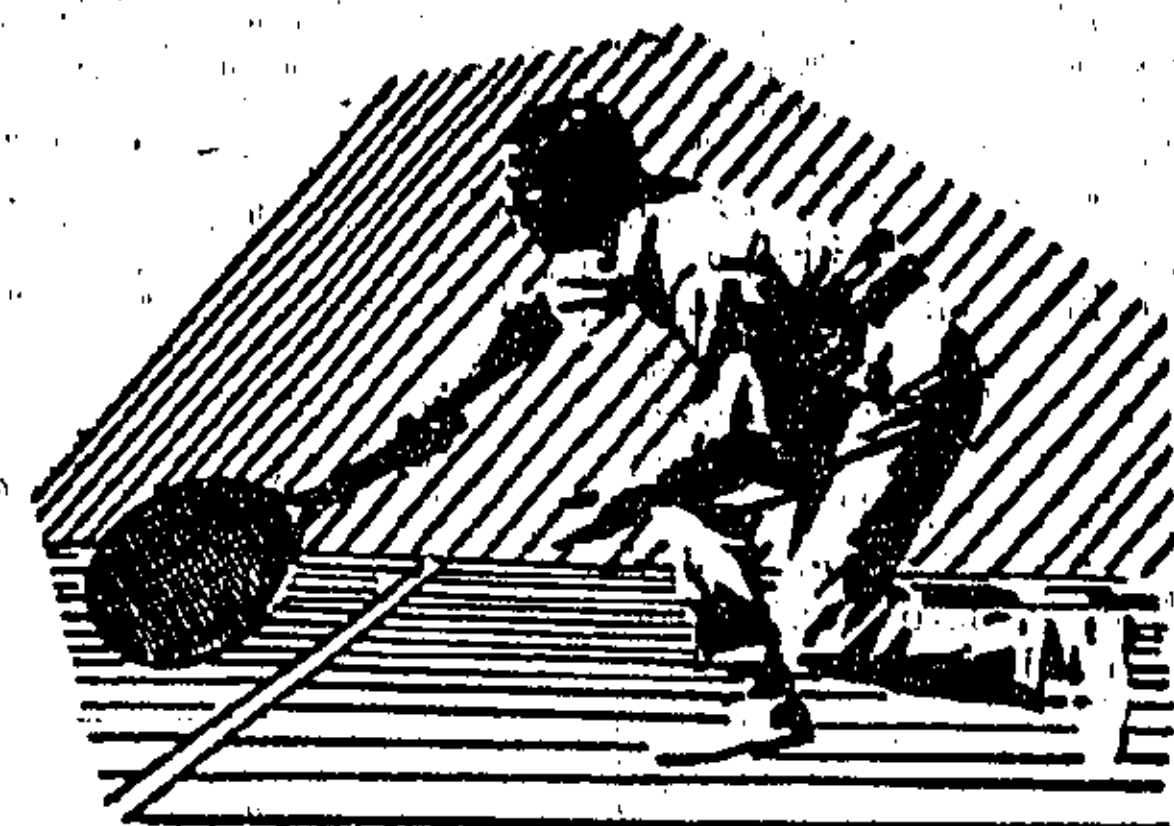
2—Regarding the Nanking Government as the only legitimate administration in China, all negotiations relating to China are to be with Nanking, but it is necessary for this Government to give up its "double-dealing attitude" towards Japan.

3—The establishment of peace in the Orient is never to be achieved unless the Chinese administration is truly awakened to the necessity of friendly co-operation with its neighbouring nations.

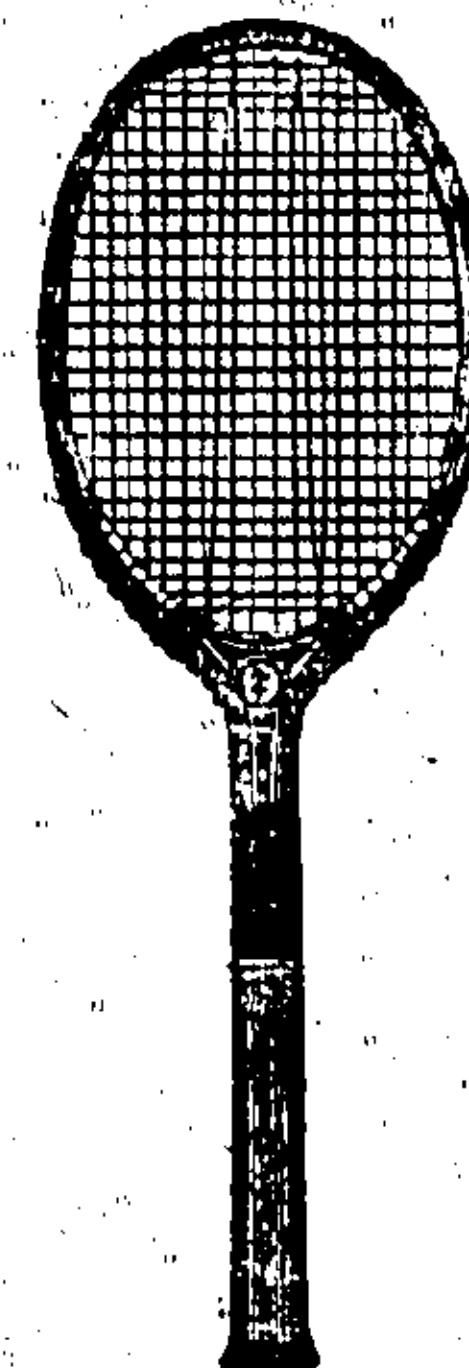
4—In view of the urgent necessity for effecting China-Japan-Manchukuo economic co-operation, the army expects to offer its offices for this purpose in close co-operation with the navy, the Foreign Ministry, the Finance Ministry, and other bodies concerned.

5—The army will urge the Nanking Government to effect an early and satisfactory solution of issues pending between it and the Japanese army.

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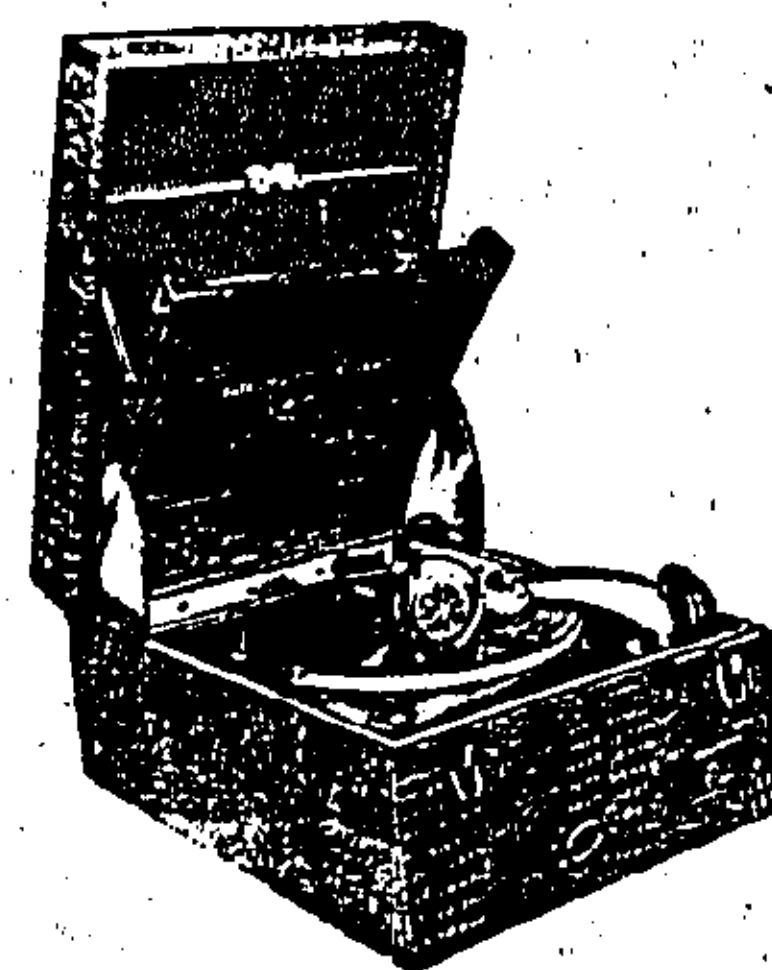
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NEW ADVERTISEMENTS

CHINA HOMEWARD FREIGHT CONFERENCE

NOTICE TO SHIPPERS

OWING to difficulties arising through "Provisional Bookings" being cancelled shortly before the sailing date of the vessel in which space has been reserved, shippers are notified that "Provisional Bookings" will be considered as cancelled seven days after the date of issue unless the shipper concerned definitely notifies the Central Booking Office, in writing, that the "Provisional Booking" is confirmed.

Hong Kong, 29th October, 1935.

[3918]

Advertisement of Minute.

IN THE SUPREME COURT OF HONG KONG.

ORIGINAL JURISDICTION

MISC. PROC. No. 53 of 1935.

IN THE MATTER OF LANE, CRAWFORD, LIMITED and

IN THE MATTER OF THE COMPANIES ORDINANCE, 1932.

NOTICE is hereby given that the order of the Supreme Court of Hong Kong dated the 28th day of October, 1935, confirming the reduction of capital of the above named Company from \$1,000,000 to \$750,000 and the Minute approved by the Court showing with respect to the Capital of the Company as altered the several particulars required by the above mentioned Ordinance were registered by the Registrar of Companies on the 28th day of October, 1935.

Dated the 28th day of October, 1935.

DEACONS,

Solicitors for Lane, Crawford, Ltd.

[3919]

HONG KONG CRICKET CLUB

NOTICE is hereby given that the following Debentures were drawn at the Pavilion on Thursday, the 24th day of October, 1935:-

Nos.	Nos.	Nos.	Nos.
74	247	294	414
81	263	383	419
137	274	371	430
226	278	374	436
234	279	412	439

Holders of drawn Debentures who desire to be paid on the 31st October, 1935, are requested to inform the Treasurer, Messrs. Percy Smith, Seth & Fleming, on or before Wednesday, the 30th October, 1935.

AND NOTICE is hereby given that Debentures numbered as above which are not cashed on the 31st October, 1935, will be paid on the 30th April, 1936, after which date they will cease to bear interest.

By Order of the Committee,
A. K. MACKENZIE,
Hon. Secretary.

Hong Kong, 25th October, 1935.

THE HONG KONG JOCKEY CLUB.

THE ELEVENTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 2nd NOVEMBER, 1935, commencing at 2.00 P.M.

The First Bell will be Rang at 1.30 P.M.

By Order,

C. B. BROWN,
Secretary.

Hong Kong, 28th October, 1935.

[3913]

WHAT TO DO TO HELP A CHILD.

Come to St. John's Cathedral on Armistice Day at 9.15 p.m. to hear the Hong Kong Singers. Collection in Aid of St. Dunstan's and the Hong Kong Society for the Protection of Children.

Mrs. WHITE SMITH,
Hon. Sec., W.A.
S.P.O.
10, Queen's Gardens.

[3905]

ADVERTISEMENTS.

ORAIENGOWER CRICKET CLUB

ANNUAL MEETING

MEMBERS are reminded that the ANNUAL MEETING will be held at the Club House on TUESDAY, the 29th October, 1935, commencing at 5.30 P.M.

U. M. OMAE,

Hon. Secretary.

[3912]

NOTICE.

TENDERS are invited by the two Administrations of the Canton-Kowloon Railway for the privilege of selling liquor and refreshments on the Through Trains running between Kowloon and Canton and vice versa.

Tenders will be closed at 5.00 p.m. on Thursday, 14th November, 1935, and may be deposited in the tender boxes at either Kowloon or Tai Sha Tou Stations.

Tenders will be opened and read at 2.00 p.m. on Friday, 15th November, 1935, and Canton Head Office.

Forms of tender and Regulations may be obtained from the Head Offices at Canton or Kowloon.

The Administrations,

CANTON-KOWLOON RAILWAY,

CHINESE & BRITISH SECTIONS.

25th October, 1935.

[3903]

DEATHS

OLIVEIRA—On Tuesday, October 22, 1935, at the Shanghai General Hospital, Shanghai, Jeronimo Martins Oliveira, aged 69 years.

CUDDY—On Tuesday, October 22, 1935, at his residence, 176 Kiaochow Road, Shanghai, Edward Alexander Cuddy, aged 72 years.

DASS—On October 23, 1935, at the General Hospital, Shanghai, Dally, dearly beloved wife of B. I. Dass, aged 31 years.

Editorial and Business Office: 11, Ice House Street. Tel. 30251.

Night Editor (Wancnai Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, OCTOBER 29, 1935.

PROTECTION AND THE PORT

It is a fact not wholly unworthy of notice that British exports during the first eighteen months of the current year were the highest for any year since 1930. We look into our figures and find that at £278,000,000 they exceed the lowest year (1933) by £41,000,000 and 1931 by £15,000,000. Since 1931 was the last year of full-blooded Free Trade, to make comparison would be of some significance. There are still some Free Traders who believe that Protection (according to their own predictions) has caused the ruin of Britain's export trade. That is not all, for had the prices been taken at the 1931 level, which was 11 per cent higher, the exports of 1935 would have been worth £308,000,000 instead of £278,000,000. Therefore, judging on a basis of volume, British exports in 1935 were 17 per cent higher than in 1931, a result that can scarcely be called "ruinous." Turning to our imports which are measured likewise by volume, we find a decrease of 5 per cent, in 1935 than in 1931, a circumstance by no means to be deplored, inasmuch as in 1931 we had an unwieldy import surplus which threw our trading balance into dangerous disequilibrium. We would not, however, pretend that the improvement in our foreign trade is as great as we should like it to be; on the contrary, its slow recovery is largely responsible for what we now term the "special areas." We have done well, and in view of the trade restrictions abroad there is no evidence that it would have done any better under Free Trade.

Britain's Free Traders, however, are not content to allege the ruin of her overseas trade; they urge that this ruin has, by its natural consequence, engulfed Britain's ports. It is very clear that the aggregate tonnage entering British ports declined (under Free Trade) from 122,500,000 tons in 1929 to

GATHERING AT PENINSULA

Dinner In Honour Of Mr. Dern

Mr. George H. Dern, U.S. Secretary for War, who arrived in the Colony yesterday on his way to Manila to attend the inaugural ceremonies of the Philippines Commonwealth, was the guest of honour at a dinner given last evening by the American Consul General, Mr. Charles L. Hoover, and Mrs. Hoover, at which besides the distinguished visitor's party a large number of guests were present, including His Excellency the Officer Administering the Government, the Hon. Mr. N. L. Smith.

The dinner was held in the Rose Room of the Cocktail Roof Garden at the Peninsula Hotel and a hearty welcome was extended to the visitor by the large gathering.

Among those present in addition to the host and hostess and the principal guest were Mrs. George H. Dern, H.E. the Officer Administering the Government, His Honour Sir Athol MacGregor and Lady MacGregor, Major-General F. S. Thackeray and Mrs. Thackeray, Commodore C. G. Sedgwick and Mrs. Sedgwick, Brigadier H. G. Serth-Smith, the Hon. Mr. A. G. Alabaster, the Hon. Sir William Shenton and Lady Shenton, the Hon. Mr. R. M. Henderson, the Hon. Mr. T. N. Chau, Col. Campbell B. Hodgen, Mrs. H. M. Cootes, Col. H. C. Harrison, Mrs. L. C. Lewis, Mr. L. H. Gourley, Major H. A. Bishop, Mrs. A. L. Shields, Mr. L. Dunbar, Mrs. D. M. Biggar, Mr. C. F. Thomas, Mr. and Mrs. W. T. Stanton, Mr. A. Raymond, Mrs. J. A. Simons, Dr. E. M. Gordon, Mrs. J. A. Parrish, Mr. J. A. Parrish, Mrs. A. Frisque, Mr. L. C. Dennis, Mrs. A. Frisque, Mr. G. Frisque, Miss M. Knight, Capt. W. J. Gragg, Miss M. Cootes, Dr. D. H. Black, O.B.E., Mrs. F. D. Tracy, Mr. H. L. Paddock, Mrs. T. B. Williams, Mr. F. D. Tracy, Mrs. E. M. Grodon, Mr. L. N. Johnston, Mrs. A. S. Campbell, Mr. H. Pethick, Mrs. L. N. Johnston, Mr. H. C. Gray, Mrs. H. F. Sommers, Mr. T. B. Wilson, Mr. Gung Kong Un, Miss M. Taylor, Mr. C. McQ Gee, Dr. H. F. Sommers, Mrs. E. O. Drake, Mr. M. Simon, Mrs. A. H. Muzzall, Mrs. Dennison, Mr. R. M. Henry, Mr. K. Rounds, Mrs. P. A. Nettland, Mr. D. Drummond, Mr. G. Anderson, Mr. A. J. Campbell, Mr. S. P. Healey, Mr. Allan Hirsch, Mrs. F. A. Howard, Mr. James Dern, Mr. E. O. Drake, Mrs. C. H. Benson, Mr. J. H. Taggart, Mr. T. B. Williams, Mrs. A. Raymond, Mr. D. Fraser, Mr. A. S. Campbell, Mrs. G. Duclos, Mr. Warrington, Mrs. C. McQ Gee, Mrs. L. R. Cramer, Mr. B. G. Butler, Miss Clinton, Mr. P. A. Nettland, Mrs. Geo. Anderson, Mr. I. S. Harris, Mr. J. Thompson, Mr. W. Richards, Mrs. L. P. Dennis, Mr. W. Dennison, Mr. R. L. Pearce, Mrs. I. S. Harris, Mr. D. O'Keefe, Mrs. W. S. Richards, Major Duclos, Mrs. R. M. Henderson, General Creed F. Cox, Mrs. J. J. Patterson, the Hon. Mr. Edwin Taylor, Mrs. H. C. Harrison, Capt. Abbot, Mrs. J. H. Taggart, Mr. L. E. Salisbury, Col. H. B. L. Dowling, O.B.E., Mrs. D. L. Black, Col. L. C. Lewis, Mr. W. L. Marshall, Mrs. H. G. Gray, Mr. A. L. Shields, Mrs. D. Fraser, Mr. D. Biggar, Mrs. D. Drummond, Lt. Com. M. Sweny, Mrs. Paddock, Mr. F. A. Howard, Mrs. S. K. Paget, Mr. L. R. Cramer, Capt. W. S. L. Clough-Taylor, and Mrs. K. Rounds.

AMERICAN PARTY FOR MANILA

Yokohama, Oct. 28. The U.S. President Grant with the U.S. Vice-President, Mr. Garner, and a large party of congressmen and journalists on board en route to Manila, arrived this morning.

Reuter.

116,500,000 tons in 1931 since when (under Protection) it has fallen by a much smaller amount to 113,500,000 tons in 1934, though in the current year it will be back to about the 1931 level. We certainly cannot term this "ruin." It is absolutely useless to agree about might-have-beens. If we had fixed ourselves to Free Trade it is conceivable, though improbable, that Britain should by now have enjoyed a greater volume of foreign trade, but it is most certain that we should not have attained anything like the present volume of domestic trade and it is a reasonable assumption that even the ports have on balance gained as much by the improvement of domestic trade as they may have lost on the foreign trade.

PROGRESSIVE PERIOD IN CIVIL AVIATION

Faster Commercial Planes

(SPECIAL AIR MAIL SERVICE).

London, October 10.

Imperial Airways have ordered two large flying boats, which will enable the operating conditions of a Transatlantic air service to be investigated. One of these flying boats will probably be used for a regular weekly service between Bermuda and New York, beginning next year. It is intended that the service—negotiations about which are still in progress—shall be operated in conjunction with Pan-American Airways, who will also provide a service once weekly in each direction.

This announcement is made in the Air Ministry's Report on the Progress of Civil Aviation, 1934, published on Monday (Stationary Office, 5s. net). The report adds that these two flying boats and a new land-plane which has also been ordered will be larger, will have a greater carrying capacity, and will attain a higher speed than any aircraft in the existing fleet of Imperial Airways. They are prototypes for the replacement of the main line fleet.

"The year 1934," the report states, "may in some ways be regarded as marking the inception of a more progressive period in the design and production of civil aeroplanes and engines in the United Kingdom." Development has been stimulated by several factors since the end of 1933. By that time a demand on the part of air line operators for improved types of transport aircraft had already begun to make itself felt, and this demand was intensified by the considerable number of new internal services put into operation during 1934, while a further impetus was given by the England-Australia air races and the adoption of air transport by the General Post Office.

"Up to the present progress in design has been most marked, perhaps, in the smaller types of aircraft, but attention is also increasingly being directed to the design of the larger types, due mainly to the important proposed developments on the Empire route. Hitherto a cruising speed of 100 miles an hour has been considered satisfactory for commercial aircraft, but cruising speeds of up to 150 miles an hour are now demanded. The economic limit which must be set to this increase of speed has been a much discussed question, but it is hoped that for flights at high altitudes, without excursion into the stratosphere, still higher speeds may be attainable without undue increase in operational cost."

TEN YEARS OF IMPERIAL AIRWAYS

In April, 1934, Imperial Airways completed its first 10 years of flying. The report compares the first and last years of this period. The mileage increased approximately threefold and the traffic ton-mileage sevenfold; in other words, greater loads to the fleet unit are being carried in consequence of the larger aircraft and more efficient use of the fleet. The figures for 1934 show an increase over those for the previous year. The total mileage flown by the company's aircraft on scheduled services was 2,315,100, and the total traffic ton-mileage was 3,152,400. Both figures represent increases of approximately 20 per cent compared with 1933.

Air mail traffic as a whole showed an encouraging increase; 122 tons of letters air mails (nearly 6,000,000 letters) were despatched by air from this country to places abroad during the year, compared with 85 tons (about 4,000,000 letters) in 1933. The figures for parcels were 74 tons and 67 tons for 1934 and 1933 respectively. The report expresses satisfaction that there was an increase of 191—nearly 20 per cent—in the number of private pilots' "A" licences issued in 1934 compared with the previous year. The number of such licences current at the end of 1934 also showed a substantial increase. The number of commercial pilots' "B" licences issued during the year showed a very slight decrease, but the total number in currency continues steadily to increase. The recovery during 1933 in the issue of certificates of registration of aircraft was more than maintained in 1934. The total number registered in that year was 708, of which number 329 were registered for the first time and 379 were aircraft which changed ownership.

MORE CRAFT REGISTERED

Comparison with the figures for 1933 reveals that there was a marked increase in the registration of new aircraft and that the number of registrations of aircraft obtained at secondhand decreased. There was a total of 1,174 aircraft registered at the end of the year, a net increase of 119. The number possessing current certificates of airworthiness advanced from 1,047 at the end of 1933 to 1,210 at the end of 1934. Of these 937 were

aircraft registered in Great Britain and Northern Ireland. The number of new certificates of airworthiness issued was 478, compared with 413 in 1933, 401 in 1932, and 460 in 1931.

Further progress is noted in the establishment of permanent aerodromes in the United Kingdom. At the end of 1934 the number of licensed permanent aerodromes, landing grounds, and seaplane stations was 90, compared with 79 a year earlier; and 15 land aerodromes, four sea aerodromes, and one airship station had been approved as "Customs aerodromes." The number of licensed municipal aerodromes at the end of the year was 21, and seven sites had been purchased for such aerodromes. Reference is made to the growing congestion of radio services. To cope with this, it has already become necessary for the Air Ministry to exercise a certain amount of control over the fitting and use of radio transmitting apparatus in aircraft. Radio-telephony. It is pointed out, is a potent source of interference, and fewer channels can be employed within a given frequency band than is possible with telegraphy. Failing an extension of the waveband internationally allotted to civil aviation the growing congestion may enforce the use of radio-telephony by almost all aircraft.

THE EXPORT TRADE

Under the heading "Export of aircraft," the report states:—

"Trade abroad revived somewhat in 1934, showing a recovery from the low point reached in 1933. The total value of exports amounted to £1,921,102, which is the highest figure since 1930 and the third highest since 1924. To some extent this was due to the fact that the industry contrived to maintain and strengthen its hold on the European markets and to an increase in the demand by the Dominions. In addition, there was a distinct improvement in the markets of the Far East."

At the end of the year under review 30 light aeroplane clubs were participating in the revised Air Ministry scheme for affording financial assistance to approved clubs. Twelve new clubs were approved during the year. The average total membership of the approved clubs during 1934 was 5,814. On the last day of the year 1,823 members held pilots' "A" licences. The corresponding figures for 1933 were 4,913 and 1,569. There were, in addition, some 23 unassisted clubs. During the year the Royal Aero Club issued 922 aviators' certificates and 90 gliding certificates, compared with 601 and 77 respectively in 1933. At the end of the year 24 active gliding clubs were in existence. Definite progress in motorless flight in the United Kingdom was made during the year. Several British glider pilots and sailplanes attained international standard. A footnote to the report adds that, since its compilation, proposals for the allocation of the proposed subsidy to the gliding movement have been submitted to the Air Ministry by the British Gliding Association, and have been approved in principle.

PENANG—HONG KONG ROUTE

London, Sept. 9.

The four-engined Imperial Airways air-liner "Dorado" commanded by Captain W. Armstrong and with First Officer Richardson, Wireless Operator Chapman and Flight Engineer Hands as the other members of its crew, left the London Air-port, Croydon, on Monday, September 16th, en route for Penang, British Malaya. From Penang, during October and November, this air-liner will make a series of survey and experimental

CAMBRIDGESHIRE BETTING

Pegasus Still The Favourite

London, Oct. 28.

Pegasus improved slightly in the betting list for the Cambridge-shire to be run at Newmarket on Wednesday.

The following is to-day's call-over:—

17/2	Pegasus t and o
8/1	Finallist, t and o
100/9	Low Court, t and o
18/1	British Quota, o 20/1t
18/1	Boethius, o 20/1t
20/1	O'Grady, o 22/1t
22/1	Negundo, t and o
22/1	Monico, o 25/1t
22/1	Wychwood Abbot o 25/1t
28/1	Almond Hill, t and o
33/1	Trigoverde, t and o
33/1	Valerius, t and o
33/1	Guinea Cap, t and o
35/1	Plymouth Sound, t and o
35/1	Cayannas, t and o
35/1	The Blue Boy, o 40/1t
35/1	Highlander, o 40/1t
40/1	Pepino, t and o
40/1	William of Valence, t and o
40/1	Inflation, t and o
40/1	Faites Vos Jeux, o
40/1	Commander III, o 45/1t
40/1	Lord Ling, o 45/1t
50/1	Iron Grey, t and o
50/1	Gunboat, t and o
50/1	Popyrette, o 66/1t
50/1	Halran, o
50/1	Flake, t and o
66/1	Solarium, o
66/1	Rodeo o 80/1 t
80/1	Heavyweight, t and o

Others were offered 100 to 1.—
Reuter.

flights with a view to the provision of a regular connecting air service between the England-Australia route and Hong Kong, China.

Six return flights are to be made between Penang and Hong Kong. The first return flight will be in the nature of aerial surveys, and each single journey will occupy three days, while the remaining four return flights, taking 14 days for each single journey, will be to gain practical experience as to the operation of a Penang-Hong Kong service on a permanently commercial scale, and connect with Imperial Airways' London-Singapore service at Penang.

The air route to be followed in these test flights will be from Penang to Saigon, French Indo-China; from Saigon to Tourane, also in French Indo-China, and from Tourane on to Hong Kong.

POINT OF CONTACT

Penang has been selected as the point of contact with the England-Australia route because it has been found that, in the operation of existing time-schedules on the main England-Australia service, connections with these main air-mails in both directions can be made at Penang with the least possible delay.

The first of the survey flights from Penang to Hong Kong is due to leave Penang on October 2nd, while the first of the flights actually connecting with the services on the main England-Singapore route is scheduled to leave Penang on Thursday, October 24th, arriving at Hong Kong on Friday, October 25th.

In the reverse direction, from Hong Kong to Penang, the first service linking Hong Kong with the England-Australia route will leave Hong Kong on Tuesday, October 29th, and is due to reach Penang on Wednesday, October 30th, where it will establish connections with the main Empire air-mail to India, Egypt, and England, and also with that flying in the other direction to Singapore.

PLEASURE FLIGHTS

Government officials and members of the Press were afforded an opportunity to fly over the Colony, in the giant Imperial Airways liner "Dorado," under the pilotship of Captain Armstrong, yesterday morning, when the machine was taken up four times, for interesting fifteen minute flights.

The flights demonstrated most emphatically the smoothness, comfort and efficiency of the liners of the type that are being employed by Imperial Airways, all the passengers being unanimous on this point.

Combined with the excellent records of the "Dorado's" performances between Penang and Hong Kong, the great reliability of both the machine and its crew, were very forcibly demonstrated.

NEWS SUMMARY

At the China Auction Rooms, No. 5, Queen's Road, Central yesterday afternoon, a valuable leasehold property, registered at the Land Office as the Remaining Portion of Inland Lot No. 225A, was sold by order of the mortgagees by public auction. Mr. Lam How of No. 88, Bonham Strand East, 1st Floor was the successful bidder, and secured the lot at the price of \$20,100. Page 7.

Imperial Airways have ordered two large flying boats, which will enable the operating conditions of a Transatlantic air service to be investigated. One of these flying boats will probably be used for a regular weekly service between Bermuda and New York, beginning next year. Page 8.

Chan Tai, alias Tau Pei Lo who was charged before Mr. W. Schofield at the Central Magistracy yesterday with having wounded Lo Pak, was committed to stand his trial at the next Criminal Sessions. Page 6.

U.S. Consul-General Mr. Charles L. Hoover, and Mrs. Hoover gave a dinner in honour of the American Secretary for War, Mr. George H. Dern, and his party at the Peninsula Hotel yesterday at which a large number of guests were present. Page 8.

A 19-year-old newspaper hawker, Chan Yau, appeared before Mr. Wynne-Jones at the Kowloon Magistracy yesterday being charged on five counts of snatching gold ear-rings from different women on various dates between October 8 and 26. Page 5.

On his way to Manila to attend the inaugural ceremonies of the Philippines Commonwealth, Mr. George H. Dern, U.S. Secretary of War, arrived in Hong Kong yesterday aboard the U.S.S. Chester. Accompanying Mr. Dern are his wife, his son James, Brigadier-General Creed F. Cox, Col. C. B. Hodges, Chief of the Bureau of Insular Affairs, Major H. A. Bishop, Medical Corps, Mr. L. Salisbury, attached to U.S. Embassy in China, and Capt. Abbott, of U.S.S. Chester. A salute of 19 guns was fired on the arrival of the cruiser. Page 7.

An Investiture of the Venerable Order of St. John of Jerusalem will be conducted by His Excellency, the Officer Administering the Government, the Hon. Mr. N. L. Smith, at the St. John Ambulance Headquarters, Tai Hong Road, on Wednesday, October 30th at 5.15 p.m. All Divisional Officers, Surgeons, Men and Nurses will attend in uniform and must be in their places not later than 5 p.m. Page 7.

LOCAL AND GENERAL

We understand that the Yeung Wo Hospital situated in Happy Valley which is operated by the Hong Kong Sanatorium Ltd., will be known in future as the Hong Kong Sanatorium and Hospital. This change of name, we are informed, was decided upon at a recent meeting of the Board of Directors.

The St. John Ambulance Association will hold a Social Night on Saturday, 23rd Nov., 1935, 9 p.m. to 12 p.m. at the Headquarters, St. John Ambulance Association, Tai Hang Road, Causeway Bay, the programme comprising an informal dance and a mahjong and bridge party. The admission, \$1.50 including light refreshments, covers both the dance as well as the card party. Prizes may be awarded for bridge and mahjong.

Owing to the inclement weather on Saturday, the Rotary Club's visit to the Shing Mun reservoir was postponed. It is hoped to arrange it again on another Saturday.

Mr. E. M. K. Mead will speak at the weekly tiffin of the Rotary Club to-day, on the subject of Air Conditioning.

The Bridge and Majong Tournament in aid of the Shamshupo Church appeal fund will take place at 3 p.m. (in the Rose Room), Peninsula Hotel, on Thursday, October 31. Players are requested to bring their own cards, scoring boards and mahjong sets.

Two cases of diphtheria, two of enteric fever, and one of paratyphoid were reported to the Health Authorities for the 24 hours ended on October 27.

MAKALLE TO BE DEFENDED TO THE BITTER END

Emperor's Order To Ras Seyoum

ABYSSINIAN FORCES CONFIDENT

Ras Kassa To Assist In Defence

(Special to "Hong Kong Daily Press").
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, October 28, 7:30 p.m.)

Addis Ababa, October 28.
The Crown Council presided over by the Emperor and attended by a number of foreign advisers, after a prolonged deliberation instructed Ras Seyoum to offer the strongest possible resistance to the Italian columns which are advancing on the town of Makalle, which is the capital of the province of Tigre, and on the other hand to defend the two to the bitter end.

Government circles here affirm that the Abyssinian forces north of Makalle are sufficient to stop the Italian advance, and that the town itself is strongly defended, while adequate preparations have been made to prevent the encompassing of the Abyssinian positions.

Opinion prevails here that Makalle will depend on whether Ras Kassa, whose army is still behind the Takaze river, will succeed in joining forces in time with Ras Seyoum.—Transocean Kuo Min.

ATTACK IMMINENT

London, Oct. 28.
A general attack on the northern front is believed to be imminent, according to despatches from Addis Ababa, which state that the Italians have pushed forward ten miles beyond their front and are along the line of Aksum-Adowa Adigrat over the week-end.

The Italians' immediate aim is believed to be to secure the road leading southwards towards Magdala, in the neighbourhood of Dessie.

Several hundred thousand Abyssinian troops are estimated to be concentrated around Dessie.—Transocean Kuo Min.

ITALIAN ADVANCE

Asmara, Oct. 28.
Italian native troops advancing between the caravan roads of Adigrat-Makalle and Aksum-Makalle reached Hanzien on Sunday evening, and there established contact with the Italian left wing. The Italian line is now round from a point where Faras Ami joins Maludri to the south of Tekla Aimenot. The number of troops engaged is, however, only small, and probably does not exceed a few thousand.

A new advance is expected to take place at noon on Monday, when it will be seen whether the Abyssinians will offer serious resistance to the capture of Makalle. Although the Italian military authorities regard it as possible that Ras Seyoum is now getting ready for a counter-attack, Italian army aviators have so far failed to locate any large bodies of Abyssinian troops in the Makalle district.—Transocean Kuo Min.

COMMANDERS WARNED

Addis Ababa, Oct. 28.
The Emperor on Sunday notified the commanders of the various fronts that the Italians are evidently planning new offensives in the north as well as in the south for the immediate future. The Emperor expressly warned the commanders not to undertake individual actions, and military quarters here appear confident that the plans already made here a few weeks ago to meet the Italian advance will be strictly adhered to.

Some anxiety has been caused by the fact that the broadcasting station at Gorahai which normally was twice daily in communication with Addis Ababa, has been silent since Saturday. It is feared that an Italian attack on Gorahai has already begun and as a result the broadcasting station has been destroyed by bombs from Italian planes.—Transocean Kuo Min.

RAINS CONTINUE

Asmara, Oct. 27.
The incessant rain continues to prevent any military operations on a large scale on the South frontier where the Italian activities are confined to making daily reconnaissance flights.

The Abyssinian forces were seen retreating 160 kilometres north-west of Gorahai after having been defeated at Callalo and Schillaweh. The second section of the new road from the Italian frontier to Adigrat, Adowa and Aksum was officially opened by the Chief of



Dowager Queen Marie of Rumania, who is 60 years old to-day.

FLIGHT FROM THE REDS

Missionaries Reach Safety

Peiping, Oct. 28.
The British and American missionaries consisting of twenty-eight adults and eight children arrived by train at noon to-day from Paotouchen and Lanchow. The party left Lanchow on October 9, evacuating the place because of the Red invasion, and travelling down the Yellow River on goat-skin rafts they reached the Paotou-Pingshui Railway head four days ago.

All arrived safe and well, and paid a tribute to the Chinese authorities for the assistance given throughout the long and arduous journey.

Eleven missionaries had an exciting and dangerous time at Ninghsia when the raft carrying them broke away and was swept into the whirlpool. After an anxious time the raftsmen were able to extricate the raft and rescue the party.—Reuter.

REVOLT NOW ENDED

Hsianggho Affair

Peiping, Oct. 28.
It is understood from very reliable quarters that General Shang Chen reached an agreement with General Tada in Tientsin for settlement of the Hsianggho affair.

General Tada is reported to have agreed to use his influence to secure the withdrawal from Hsianggho of the Japanese ronins participating in the uprisings, some of whom are still very active despite the arrest of six of them last week.

General Shang Chen is stated to have agreed to give the insurgents a fresh start provided they hand over the city to the proper authorities, after which he will station a "Paoanai" or demilitarised zone in Hsianggho.

Postmen to-day were refused entrance to the city for the first time since the trouble began. Contrary to numerous reports, the Hsianggho movement shows no signs of spreading to other hsien.

General Shang Chen, interviewed before leaving Tientsin at 8 p.m. for Peiping, declared that the Hsianggho revolt ended to-day when the Peace Preservation Corps occupied the town. The ringleaders of the recent revolt are in flight. Hsianggho is now quiet.—Reuter.

MARSHAL BADOGLIO RETURNS

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, October 28, 4:30 p.m.)

Asmara, Oct. 28.
The chief of the Italian General Staff, Marshal Badooglio, and the Under Secretary of Ministry of Colonies, Lessona, embarked on the s.s. Conte Verde which is bound for Italy.

Marshal Badooglio, after having carried out a thorough inspection of the Italian troops in Eritrea, before his departure had a long conference with the supreme commander of the Italian African forces, General de Bono, in the course of which the detailed plans for the continuation of the Italian campaign were discussed.—Transocean Kuo Min.

SANCTIONS PROPOSALS AGAINST ITALY

French Papers Point Out Loopholes

(Special to "Hong Kong Daily Press").
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, October 28, 7:30 p.m.)

Paris, October 28.

The brief pause that is taking place in the negotiations between London, Paris and Rome, appears, according to press reports, to be attributable mainly to the pressure of work in connection with the French domestic legislation, Premier Laval having to put the finishing touches to more than sixty new emergency decrees before Tuesday.

Papers here meanwhile call attention to the gaps existing in the impositions of sanctions against Italy. "Le Journal" points out that the door remains wide open for the importation of oils and cotton, and while thirty states so far have declared themselves willing to prohibit the exportation of arms to Italy, only nine have adopted financial sanctions, and not more than three, including France, have consented to place an embargo on certain raw materials serving war purposes.

A newspaper journal emphasizes that the most important of raw materials is not included in the list of goods which the United States have refused to supply to the belligerent parties.

The Radical Socialist Congress closed after unanimously passing a lengthy resolution stressing that the party remains passionately devoted towards the cause of national defence and peace.

The resolution goes on to affirm that the party likewise is faithful to all old friendships, especially to those nations who helped France to defend her liberty during the war. But, while stressing Italy's friendship which forms an invaluable part of French traditions, the resolution says that the party unhesitatingly condemns the Italian press campaign against Britain, which was the first country to place itself at France's side in the hour of peril and has loyally carried out her obligations to the League of Nations.

The party demands that economic sanctions be applied conformably with the League Covenant, but that efforts be also made simultaneously to ensure the possibility of expansion of all legitimate interests.—Transocean Kuo Min.

AMERICAN ATTITUDE

Geneva, Oct. 28.
The American reply to the League representations as regards sanctions was made public to-day for the first time. While expressing the sympathetic interests and efforts of the League to establish and maintain peace in Europe and Africa, the American attitude must be one of independent neutrality.

Cables from New York quote the "New York Times" as saying that another ignoble chapter has been written on America's record of foreign policy paper and adds "America will have to assume first responsibility for failure of sanctions if the League efforts to impose sanctions should fail."—Reuter.

SIAM JOINS SANCTIONS

Bangkok, Oct. 27.
The law imposing sanctions against Italy, as decided by the League of Nations, is gazetted here to-day.

Italy, however, is being guaranteed the right to fulfil her contract to supply four new torpedo-boats to Siam.—Reuter.

FLIGHT FROM LONDON TO THE CAPE

London, Oct. 28.
Flying Officer David Llewellyn, son of the President of the Royal Academy, who with Mr. Jill Wyndham is engaged on a flight from London to the Cape, arrived at Bulawayo this morning, leaving shortly afterwards on the next stage of their journey.

On the return journey they intended to attempt a new record for the flight to London from the Cape.—British Wireless.

WINDS OF GALE FORCE IN BRITAIN

London, Oct. 28.
Winds of gale force were again experienced during the week-end throughout Britain and gusts of 71 miles per hour were recorded at Manchester.

As the result of a sudden squall during the dinghy race on the Thames at Putney, 17 men and women were thrown into the river. Five dinghies capsized. Two racing yachts which were at practice near Chelsea were also swamped. No lives were lost.—British Wireless.

TRIBUTES TO FRENCH MARSHAL

(Special to the "Hong Kong Daily Press").
(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894.
Received, October 28, 4:30 p.m.)

Paris, Oct. 28.

Two Italian cruisers joined the French Naval detachment conveying the mortal remains of the creator of the French North African colonial empire, Marshal Lyautey, from Marseilles to Morocco on the high seas on Sunday afternoon, and after saluting the flag of the French Minister, marines escorted the French warships till sundown.

The Italian Admiral Salzo, from on board one of the Italian cruisers transmitted to the French warships a radio message from Signor Mussolini expressing the Italian Navy's homage to the late Marshal, to which the French warships replied stating that it considered the Italian gesture a renewed bond of Franco-Italian friendship.—Transocean Kuo Min.

RUBBER EXPORT DUTY AGAIN RAISED

London, Oct. 28.
The Netherlands Indies native rubber export duty has been raised to twenty-six guilders per hundred kilograms from October 30.—Reuter.



THE HEART OF A GOOD COCKTAIL.

MANY FEARED KILLED

Japanese Train Disaster

Tokyo, Oct. 28.
It is feared that many persons have been killed and injured in a train disaster near Taira.

A local train from Koriyama Junction was nearing Taira, in the Fukushima Prefecture, when it crashed through a bridge. The bridge had been weakened by recent floods and the steel girders crumpled, overturning the train into the stream.

The accident occurred at 3:55 p.m. yesterday.

The locomotive and all but the last coach in the train crashed into the Natsikawa River.

At the moment assistance is being rushed to the scene of the accident, but no estimate of the loss of life can be made. It is feared, however, that it must be heavy. No details are at hand at present.—Reuter.

SILVER MARKET

(From Our Own Correspondent)
London, Oct. 28.

London Silver prices to-day were unchanged for Spot and 1/18 down for Forward as follows—

	Oct. 28	Oct. 28
Spot	29-5/16	29-5/16
Forward	29-3/16	29-1/8

London on New York cross-rate at 2 p.m. to-day was 4.9143 compared with 4.9150 at closing on Saturday.

ELECTRIC TRAMCARS TO DISAPPEAR

London, Oct. 28.
A further step towards the ultimate disappearance of electric tramcars both in Inner and Outer London was taken yesterday when a service of trolley omnibuses was inaugurated between the western suburbs of Shepherd's Bush and Hammersmith and outlying districts of Hounslow and Hampton court.

Other developments of the same kind are in prospect in other parts of Outer London and it is estimated that the first instalment of the scheme for converting tramcars to trolley bus service will cost £235,000.—British Wireless.

OLYMPIA MOTOR SHOW

London, Oct. 28.
The Motor Show at Olympia ended on Saturday and it is estimated that about £10,000,000 worth of orders were taken during the nine days it was open. The Show was visited by 232,870 people. Last year's attendance figures were 231,812.—British Wireless.

NO IMMEDIATE PROSPECTS

For Restoration Of Hapsburg

Vienna, Oct. 27.

The prospect of a Hapsburg restoration in Austria in the immediate future appears to have diminished with the report that the Fascist leader and pro-Italian Vice-Chancellor, Prince von Starhemberg, has informed intimate friends that he intends to become Regent of Austria.

Prince von Starhemberg's reported announcement coincided with a gathering of 30,000 uniformed Heimwehr of Upper Austria at Linz, where this Heimwehr chieftain made a speech declaring he felt responsible for the fate of Austria.

Austria's future is the Heimwehr's to-day. "I command you to be faithful to your supreme leader. Then we shall reach our ultimate aim."

Heimwehr leaders express the hope that by the beginning of 1936 the plan to make Prince von Starhemberg regent will have been carried through legally, despite the opposition of the legitimists, who want to enshrine Archduke Otto of the House of Hapsburg, the rightful heir.—Reuter.

GENERAL ELECTION CANDIDATES

London, Oct. 28.
Fifty nine women are included among 1,295 candidates who have so far been adopted by political parties to contest seats in next month's general election. Of this total 557 represent the National Government.

Prospective opposition candidates number 738, including 540 Labour, 175 Liberal, 21 Independent Labour Party and two Communists.—British Wireless.

THRILLING RESCUE AT SEA

Halifax, Oct. 28.
A thrilling rescue occurred on the eastern coast of Canada when the Norwegian steamer South American picked up the boats of the British freighter Esthonia which foundered in a gale on October 26. The officers and crew of the ill-fated vessel were landed at Halifax safely after spending nearly two days.—Reuter.

SWISS ELECTIONS

(Special to the "Hong Kong Daily Press") (Copyright).
Basle, Oct. 27.
No essential change has taken place in the distribution of seats among the various parties through the elections for the National Council and the elections for the Council in some cantons of the States, held on Sunday so far as can be seen from the results published hitherto.—Transocean Kuo Min.

THE INTERPORT TRIAL

Garthwaite's Fine Bowling Performance

MADAR AND ALEC PEARCE IN FORM WITH THE BAT

(By "ADREM")

After the two previous matches had been washed out by some most unseasonable rain, it was finally found possible to complete the match arranged to take place on the Kowloon Cricket Club ground on Sunday despite some unpromising weather on the previous day. The game started in brilliant sunshine on a wicket that was absolutely sodden with the result that every ball cut through and hung in a most disconcerting manner.

Hayward's eleven had first use of the wicket, Major Bonavia and Richardson opening to Bowker and Garthwaite. It was very soon evident that batsmen were going to have a difficult time of it. Bowker could not find a length but Richardson played him with the utmost caution for a maiden over. Bonavia then faced Garthwaite whose first ball was a beauty, being of perfect length and swinging away. The batsman played forward, was beaten by the swing and E. C. Fincher, in the slips held a sitter.

Alec Pearce succeeded and set-
tled down right away to play some very attractive cricket, featured by some glorious off-driving. It was really amazing the manner in which he made the ball travel despite the slowness of the ground and there was never any doubt the moment he hit it as to whether it would go to the boundary.

THE LEG TRAP

Meanwhile Garthwaite continued to bowl dangerously on the middle and leg stumps with three short legs and eventually Richardson, in playing a ball to leg, put up a dolly catch to McInnes who made no mistake. That was the last good ball with which Garthwaite took a wicket. Ernie Fincher got a rank long-hop and turning round to pull it, had completed his stroke, before the ball arrived to hit him on the pad for an l.b.w. decision. Gosano took a terrific crack at a full toss outside the leg stump and was bowled off his pads, and in so doing, I imagine, played himself once and for all out of the inter-port side. His form in all of the trials, especially with the bat, has been most disappointing. He is without doubt, one of the finest club cricketers in the Colony, being a dashing bat, a dangerous bowler and a brilliant fielder but he does not seem able, in matches of this description, to forget that he is on trial. One has to remember, however, that despite the cricketing prominence he has attained, he is a comparative newcomer to the game which he has only taken up seriously in the last few seasons.

BEGINNING OF THE END

Hayward now put up a stand and taking no chances, seemed likely to survive until lunch but getting a long-hop from Garthwaite he pulled it hard and straight into the hands of "Tam" Pearce feeding about five yards away from the bat at fine leg. Clegg-Hill scored a single off the first ball he received, to long-leg and then an adjustment was made for lunch. On resuming at 2.15, Clegg-Hill was caught by Fincher off Garthwaite who then proceeded to bowl one of his now celebrated long-hops to Alec Pearce who pulled it with tremendous force in the direction of fine leg, where his father got the tips of his fingers to it in some miraculous manner and knocked it into the air for Fincher to bring off the catch. Ricketts, Pereira and R. Lee, substituting for his brother, did not stay long and the innings realised a total of 85 runs.

MINU DISAPPOINTING

Garthwaite finished with the amazing figures of 17.3-4-38-10, and despite the fact that the majority of his wickets were obtained with rank bad balls, he bowled very well indeed in that he made the batsmen play him all the time and with the wicket as it was, forced them in many cases to get themselves out. Minu on the other hand will have to bowl infinitely better against Shanghai than he did yesterday if he is to get any wickets. He was keeping a very good length but at no period did he appear to be attacking enough, with the consequence that batsmen were able in most cases to leave him alone. With the conditions as they were, he should have done very much better than he did. All the other bowlers, were, to put it mildly, distinctly bad.

MADAR AGAIN

E. C. Fincher and Pearce opened for the opposition and both appeared most comfortable against Pereira and Gosano. The latter

was bowling very badly being almost invariably short. The batting at this period was easily the best served up during the day, both batsmen getting everything plumb in the middle of the bat. Pearce was the first to leave being yorked by one of Pereira's fastest. He had put up an extraordinarily fine performance and had never looked like getting out. Dawson, who was making his debut in matches of this description, shaped very promisingly, presenting a very straight bat to the bowlers, especially in his back play. He played back once too often to Ricketts, however, and Alec Pearce took him in the slips. A lot now set in, Pereira taking the wickets of Fincher, caught at cover, and McInnes in successive balls and then had Pereira brilliantly caught by Gosano at short leg off a ball which came up awkwardly. "Tea was taken with Madar and Garthwaite holding the fort. On the resumption, both batsmen settled down to play attractive cricket until Garthwaite was caught at mid-on by Hayward off Alec Pearce. Pearce was bowling leg-theory round the wicket to three very short legs and was bringing them in very sharply on to the batsmen's bodies. Madar dealt with him most effectively. He hooked anything short in a most convincing manner and when he could reach them by going forward, took a terrific cross bat swipe much to the discomfort of the aforementioned short-legs who after a time must have been in fear and trembling. Mackay, Minu and Bower did not last long and the whole side was finally dismissed for 124.

THREE CERTAINTIES?

As far as Trials go this one was disappointing as the wicket made decent batting most difficult. So far as can be seen as a result of this game, Garthwaite, Pereira and Madar have definitely played themselves into the side. The great question is, however, who is to open with Teddy Fincher? Bonavia and Richardson both failed miserably and the general opinion has it that Tam Pearce would not stand up to the strain of a three day match even if he could cover the ground quicker in the field and between wickets. I am without information as to when the side is to be selected and am looking forward with great interest to seeing its final composition.

THE PRINCE'S FIRST SPEECH

(Special Air Mail Service)

London, Oct. 10.

Mr. Henry Hansell, former tutor to the King's sons, was a sound scholar who had learnt his classics at Malvern and Magdalen. It was he who drafted the Prince of Wales's first public speech. This was delivered in 1908, when the Prince laid a foundation-stone in Kensington. The speech had been rehearsed for several days beforehand and was delivered with remarkable composure.

During the war, when Mr. Hansell was in the Anti-Aircraft Corps, he was stationed in St. James's Park. It was, therefore, still possible for him to live in his old rooms in Buckingham Palace.

Among his duties in the corps was to fetch the beer from a local canteen.

He was one of the very few former able-bodied seamen—the

HENRI COCHET DELIGHTS

Yesterday's Tennis

Tennis of a standard which has never before been seen locally was provided for a large number of spectators yesterday on the K.C.C. ground when the first Professional Tennis Exhibition games were held. Henri Cochet, the idol of the French millions, F. Aragon, of the Philippines, and R. Canavaro of Shanghai all gave a very delightful exhibition of tennis and the Frenchman and the Filipino in particular evoked rounds of applause for their fine all round display.

Cochet showed that he is still a player of no mean ability, and his agility on the court was astounding. He appeared to be everywhere at the same time and his duels with Aragon in the doubles match was a feature of the afternoon's sport.

Aragon started the programme rolling by brouncing A. N. Another, 6-2, 6-2. The game lasted just 30 minutes. In this match Aragon was all over his opponent and time and again flashed across some hard drives along the "tram lines" or towards the far corner of the court to pass his opponent. He was playing with ease and was in no way extended.

ONE-SIDED GAME

The second match between Cochet and Canavaro was a very one-sided affair in the first set. The Frenchman ran away with five games in a row but Canavaro obtained the sixth game. After this stage Canavaro seemed to have found his stride and played tennis of a better standard. Cochet had to go all out for the second set. Canavaro obtained the first two games and the Frenchman came back with four in a row. The seventh game went to Canavaro after many deuces had been called. Then followed some clever and uncanny placing by Cochet whose shots invariably found Canavaro out of position.

Canavaro was fighting hard for every point but the wizardry of Cochet was too much for him and he allowed Cochet to get the next three games and set. Cochet won by 6-2, 6-3.

BEST ON VIEW

Cochet partnered by A. N. Another defeated Aragon and Canavaro in a doubles exhibition by two sets to one, the scores being 4-6, 6-3, 6-3. It was in this match that the best in all the players were called out and each one treated the spectators to some exhilarating and thrilling tennis.

Aragon and his partner won the first set by 6-4 and gave their opponents very little rope. It must be said, however, that A. N. Another who partnered Cochet was evidently nervous and was unable to get going although Cochet put in some very useful work to help his partner to obtain the four games.

A different complexion was put into the game altogether when in the second set A. N. Another improved tremendously to give Cochet valuable support. Once again Cochet and Aragon came in for rounds of applause. Both these players indulged in some hard drives and their smashing left nothing to be desired. Their wrist work was superb especially the Frenchman whose backhand drives were great to behold.

MANY DUELS

Canavaro and A. N. Another helped along to make this match interesting and exciting. The many duels engaged by the players were as delightful as they were thrilling. Cochet and his partner won the second set by 6-3.

The third set was the most exciting and the best of the whole afternoon's sport. Another many hair-raising encounters in the course of which all four players shone, the set ended in favour of Cochet and his partner by 6-3. The exhibition will be continued to-day and to-morrow and those who have not seen the visitors in action should make a point of turning up because they will certainly be treated to a new brand of tennis.

YESTERDAY'S SCORES

F. Aragon beat A. N. Another 6-2, 6-2.
H. Cochet beat R. Canavaro 6-1, 6-3.
H. Cochet and A. N. Another beat F. Aragon and R. Canavaro 4-6, 6-3, 6-3.

rank he held in the R.N.V.R.—who have been members of the Royal Thames Yacht Club.

THE COLONIAL SERVICE

Promotions And Transfers

(Special Air Mail Service)

London, Oct. 10.

The following promotions, transfers, and reappointments in the Colonial Service are announced:—

COLONIAL ADMINISTRATIVE SERVICE

Heape, W. L. (late Assistant Secretary, Tanganyika), Colonial Secretary and Registrar-General, Grenada.
Marchant, W. B. (District Officer, Kenya), Deputy Provincial Commissioner—Assistant Secretary, Zanzibar.
Foote, E. H. L. (District Officer, Provincial Commissioner, Northern Rhodesia).

COLONIAL FOREST SERVICE

Costello, J. W. (late Assistant Conservator of Forests), Assistant Conservator of Forests, Nigeria.
Strong, T. A. (Deputy Conservator of Forests), Conservator of Forests, Malaya.
Watson, J. G. (Conservator of Forests), Deputy Director of Forests, Malaya.

COLONIAL LEGAL SERVICE

Dooley, A. N. (Attorney-General, Zanzibar), Puisne Judge, Gold Coast.
Gamble, F. C. (Resident Magistrate, Kenya), Puisne Judge, Uganda.
Gordon Smith, F. (Attorney-General, Trinidad), Puisne Judge, Straits Settlements.
Lockhart-Smith, W. J. (Assistant Crown Solicitor, Assistant Land Officer, Hong Kong).
Lyon, M. D. (Police Magistrate, Gambala), Magistrate Tanganyika.
Mathew, C. (Magistrate, Uganda), Chief Magistrate, Palestine.

COLONIAL MEDICAL SERVICE

Home, B. F. L.R.C.P., L.R.C.S., L.R.F.P. and S. (Assistant Medical Superintendent), Medical Superintendent, Mental Hospital, Singapore.
Smart, A. G. H. M.B.E., M.B., Ch.B., D.P.H. (late State Medical and Health Officer, Selangor), Senior Medical Officer, St. Vincent.

MISCELLANEOUS

Adams, C. O. (Third Class Inspector of Constabulary, Jamaica), Assistant Commissioner of Police, Nigeria.
Barsted, C. R. (Chargeman, Gold Coast Railway), Mechanician-Instructor, Posts and Telegraphs Department, Gold Coast.
Birkitt, F. (Postmaster-General, British Guiana), Chief Accountant, Kenya, Uganda, and Tanganyika Postal Service.
Boucaud, M. V. M.R.C.S., L.R.C.P. (Assistant Resident Surgeon), Medical Officer, Grade I, Colonial Hospital, Port of Spain, Trinidad.
Bulman, J. W. (Locomotive Superintendent), Superintendent (vice General Manager) Cyprus Government Railway.
Carman, B. E. (Inspector of Schools, Jamaica), Superintendent, of Education, British Honduras.
Cawthra, A. B. (Assistant Storekeeper), Surveyor, Posts and Telegraphs Department, Gold Coast.
Cochrane, Captain B. W. D. (Assistant Superintendent of Police), Superintendent of Police, Kenya.
Hunter, L. L. (Officer of Class II), Officer of Class I, Grade II, Ceylon Civil Service.
Jordan, H. (Sanitary Inspector, Kenya), Instructor of Hygiene, Medical Department, Uganda.
Lothhouse, D. E. (Assistant Collector of Taxes), Second Class Collector of Taxes, Jamaica.
McDonald, B. G. (Deputy Clerk of the Courts, St. Catherine), Clerk of the Resident Magistrates' Court, Jamaica.
Marfariane, P. G. (Assistant Factory Engineer), Factory Engineer, Public Works Department, Ceylon.
Metzgen, M. S. M.B.E. (Treasury Superintendent), District Commissioner, British Honduras.
Nash, A. E. (Deputy Clerk of the Courts, St. Thomas), Clerk of the Resident Magistrates' Court, Jamaica.
Paterson, W. B. (late Rodent Inspector, Sanitary Department, Nigeria), Sanitary Superintendent, Gold Coast.
Prescott, Miss H. (late Divisional Sister, Medical Department, British Guiana), Nursing Sister, Hong Kong.
Ram, L. M. M.B., B.S., M.R.C.P., D.P.H. (late Assistant Medical Officer, Malaya), Assistant Medical Officer, British Honduras.

YACHTING

Ladies Championship Series

The following were the results of yacht races held yesterday in the Ladies 1st Championship Series, the course being Channel Rocks (S), (N) Mark on Line (S), Kowloon Rocks (S), Channel Rocks (S), Club Line, a distance of 7.4 miles:—

"A" Class—Started at 14.45			
Finished Pos. Pts			
Lobo	16.12.34	3	10
(Miss Warren)			
La Linda	16.14.56	4	9
(Mrs. G. Keary)			
Joss	16.10.25	1	13
(Miss M. Larssen)			
Pat	16.12.30	2	11
(Mrs. Pei-see)			
"I," "Y" and "G" Classes—Started at 14.55			
Finished Cor. Pos. Pts			
Stella	16.29.15	16.15.04	4 12
(Mrs. Ellery)			
Robena	16.27.15	16.14.13	3 13
(Miss H. Gerrard)			
Widgeon	16.28.55	16.15.21	6 10
(Mrs. K. A. Elderbeck)			
Zephyr	16.29.27	16.15.16	5 11
(Mrs. M. E. Hindson)			
Toynette	16.31.01	16.10.40	2 14
(Mrs. K. Harrison)			
Sirius	16.31.02	16.09.27	1 16
(Mrs. E. Cooper)			
Lola	16.35.45	16.15.24	7 9
(Mrs. R. Wren)			
"H" Class—Started at 15.05			
Finished Cor. Pos. Pts			
Diana	16.22.52	16.22.52	3 4
(Miss I. F. Ritchie)			
Colthem	16.29.08	16.24.12	4 3
(Mrs. P. F. Foley)			
Rolla	16.22.47	16.22.47	2 5
(Miss B. Kirke)			
Dorothea	16.23.45	16.22.35	1 7
(Mrs. S. D. Reid)			

Robbins, G. J. (Registrar of Titles), Principal Registrar of Titles, Local Government, Lands and Settlement Department, Kenya.
Roberts, J. R. (Assistant Traffic Superintendent), Traffic Superintendent, Tanganyika Railways.
Robertson, A. D. (Master of Tug "Hercules"), Pilot, Master Attendant's Department, Colombo Port Commission.
Robinson, Miss C. E. (Senior Nursing Sister, Nigeria), Senior Nursing Sister, Gold Coast.

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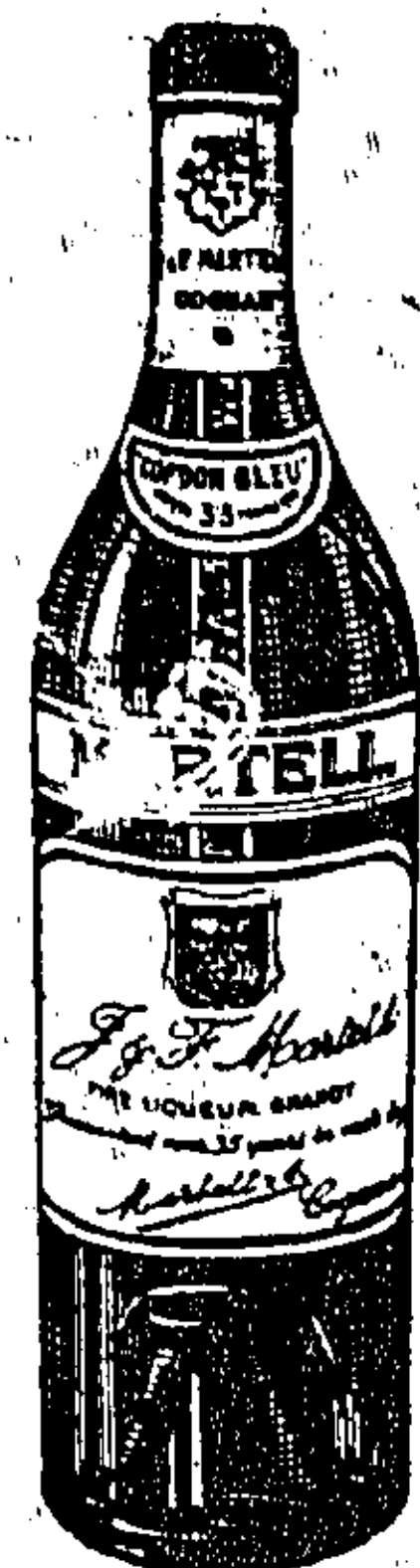
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CHARITY MATCH IN SHANGHAI

Shanghai, Oct. 23.

In a charity soccer match played here yesterday, Hong Kong's Chinese soccer eleven drew with Kwangtung, each side scoring two goals.

Kwangtung led at half time with the only goal scored up to then, but the Hong Kong team played brilliantly in the second half to even the count.

Heuter.

Williams, W. E. (Assistant Stores Superintendent), Stores Superintendent, Federated Malay States Railways.
Wolffsohn, A. N. (Government Surveyor), Surveyor-General, British Honduras.



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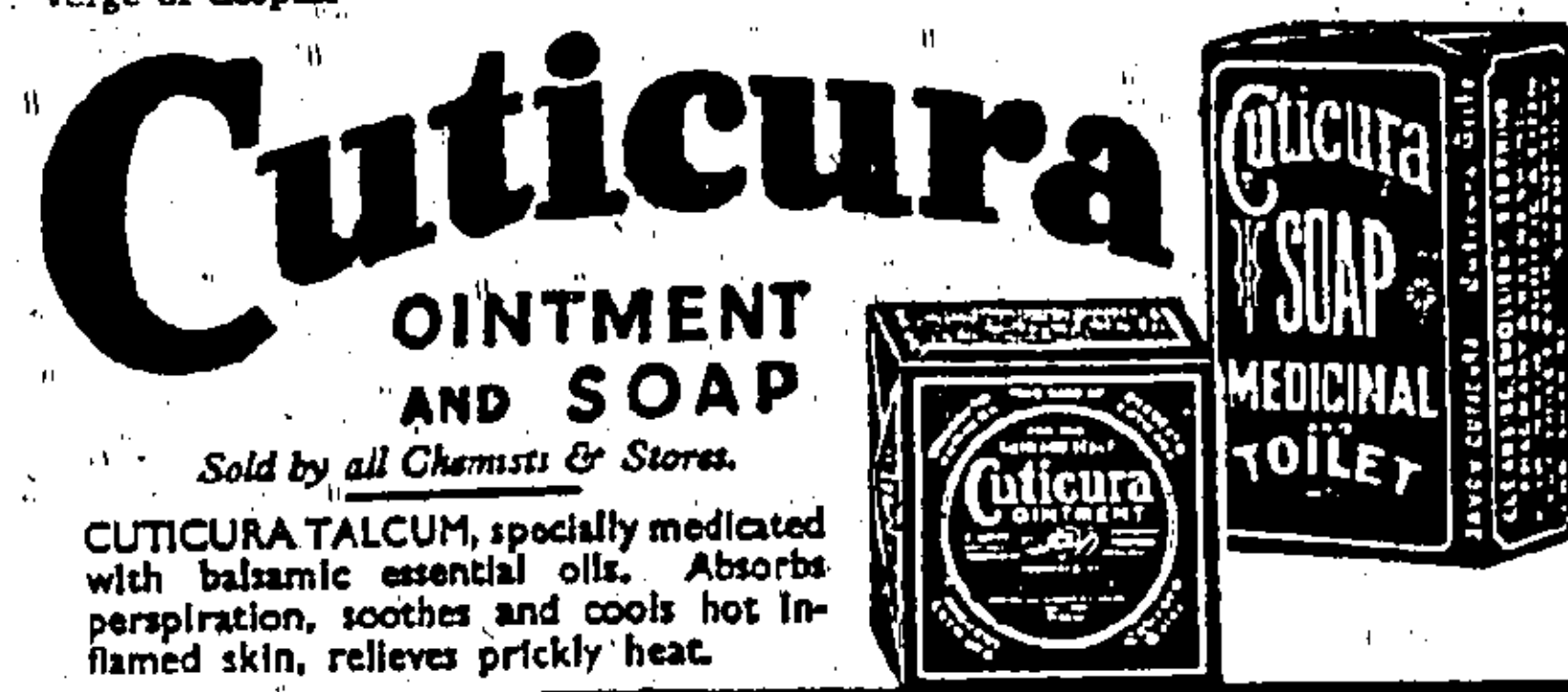


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THE ARMY The Wiltshire Regiment

(Special Air Mail Service)

London, Oct. 10.
The War Office announces that Major H. J. Segrave has been selected for command of the 1st Battalion, The Wiltshire Regiment (Duke of Edinburgh's), in succession to Lieutenant-Colonel J. H. M. Mee, whose tenure expires to-day. Lieutenant-Colonel Segrave is the senior in regimental rank, and with the old 99th Foot at Aldershot. Joining in 1908, he had service with the W.A.F.F. in the Kamerun, and Nigeria operations with the 4th Battalion, Nigeria Regiment and columns, Staff Captain of the 50th and 52nd Infantry Brigades in France, duty with the Royal Flying Corps and under the Air Ministry. He was wounded twice. Captain H. W. C. Lloyd, D.S.O., M.C., obtains the majority after nearly 24 years in the regiment, and has been for some time senior captain in the Army, with two other Wiltshire officers. He was distinguished in France, Balkans, and Russia, and four times decorated.

APPOINTMENTS AND PROMOTION

Colonel Arthur S. Archdale, D.S.O., yesterday joined the 42nd (East Lancashire) Division, T.A. in command of its artillery, relieving Colonel J. Waring, D.S.O. He joins from half-pay after commanding the 9th Field Brigade, R.A., and was made colonel in January. Battery service adjutant and artillery brigade major with the Guards and 8th Division in France was followed by appointment as Staff Officer, R.A., in India, brigade major, 19th Indian Infantry Brigade, and G.S.O.2 at Gibraltar. He was a General Staff Officer at Cambridge when the Staff School was there.

Colonel Arthur P. Sayer, D.S.O., joined the War Office staff yesterday as Assistant Director of Works, after a period on half-pay after his vice-presidency of the R.E. Board, and promotion. His postings have been Chatham, Gosport, Gibraltar, Weymouth, Woolwich, India, London and Aldershot. He was Staff Officer, R.E., at Horse Guards.

Lieutenant-Colonel Rupert T. Holland, D.S.O., M.C., on promotion from command of the 11th Field Brigade, R.A., joined at Colchester yesterday as G.S.O.1, 4th Division. In succession to Brigadier H. C. Ponsonby, D.S.O., M.C. He received four decorations in France, where he had duty with batteries and staff posts with the 9th and 35th Divisions. After staff service in India he was at the War Office and Horse Guards, and has also been Staff Officer to the Inspector General, R.A.

Lt.-Col. Stewart M. Cookson is promoted Colonel. He is A.D.S. and T. for Waziristan District, has been with the 21st Punjab and R.I.A.S.C. held several administrative staff appointments, and had four frontier campaigns. He is 49. Major D. C. G. Ballingall, M.C., D.S.O., is promoted lieutenant colonel in the R.A.M.C. in place of Lieut.-Col. A. M. Pollard, D.S.O., Ambala, who has retired.

Major-Generals H. M. Wilson, D.S.O., A. F. Brooks, D.S.O., and M. S. H. Barker, D.S.O., on relinquishing their appointments, are placed on half-pay.

R.E. PROMOTION

Further promotion in the higher ranks of the R.E. is announced to-day in the advancement of Lt.-Col. Douglas McA. Hogg, M.C., to colonel, and Brevet Lt.-Col. Aeneas F. Q. Perkins, M.C., to substantive rank. Col. Hogg is at Chatham, and was 47 last week; he has had sapper service from 1906. He became brevet lieutenant-colonel in 1931, and has served in Russia, Egypt, and Mesopotamia, being mentioned and decorated. He has been Staff Officer to the Engineer-in-Chief, Mesopotamia E.F. D.A.G. at New Delhi, Brigade Major at Peshawar, and D.A.A. and Q.M.G., East Anglian Area, and for the 54th Division, T.A.

Lt.-Col. Perkins was transferred yesterday from the Directorate of Military Training to the Eastern Command pending appointment as C.R.E., 4th Division, and East Anglian Area on March 8. He is 43 and has had nearly 24 years' service, which has included brigade major of the 103rd Infantry Brigade in France, 3rd London Brigade in Germany, and 1st Rhine Brigade. He has been G.S.O.2 with the 1st and 39th Divisions, X. Army Corps, in Malaya, and in M.F.2 with duty as Staff Officer to the Inspector of R.E.

Capt. Alan C. Mitchell, India, obtains the majority consequent on the above promotions.

THE LAND BUREAU

New Appointment

(Special to the "Hong Kong Daily Press" (Copyright).)

Shanghai, October 21.
Due to the resignation of Mr. Chen Li Jen, the Commissioner of the Greater Shanghai Municipal Government, Mr. J. K. Choy, Commissioner of Finance, has been appointed by Mayor Wu Te Chen to take over the post concurrently. Mr. Choy is an experienced land official, having organized the first modern land bureau at Canton in 1925, when President Sun Fo of the Legislative Yuan was Mayor of Canton. At that time Mr. Choy was sent abroad to make a study of the land system before establishing the Canton bureau. With his new appointment, Mr. Choy thus for the second time is taking charge of a land bureau in an important city.

In an interview with newspaper men, Mr. Choy made the following statement:—

FOUR POINTS

"There will be four points in my policy of Land Administration: (1) Internal administrative reforms. (2) Assisting the restoration of land values. (3) Clearing up all unsettled land cases. (4) Speeding up the issue of title-deeds and land-transfers."

"My policy will be to assist the public in every way possible. Red tape and obsolete procedure in handling official business will be done away with by the introduction of beneficial changes. It has always been my principle to work in the open. I shall therefore welcome from the public both foreign and Chinese, frank advice and suggestions regarding the various land problems confronting us."

THE SILK INDUSTRY

(Special to the "Hong Kong Daily Press" (Copyright).)

Nanking, Oct. 19.

As a direct result of measures for improved marketing, standardization, and growing, the silk industry in China faces a future much brighter than it has in several years, according to a survey made by the Bureau of Economic Research released recently. Columns and columns have been written deploring the decay of the silk industry in China which was once the admiration and envy of the world. It would be futile to deny, the report says, that the industry has been facing the blasts of adversity for a long time and is still in a perilous condition, but it would be unfair not to recognize the efforts that have been made by the National Government and provincial Governments to help it to regain its former importance in the economy of China.

Since 1932, steps have been taken to insure the production of improved quality cocoons, to register cocoon stocks and to introduce better marketing methods. A commission for controlling the Kiangsu and Chekiang silk industry was formed in the following year. A comprehensive silk improvement programme was formulated in February, 1934 by the silk improvement commission of the National Economic Council.

RESEARCH STUDIES

The Commission interested itself in everything associated with the industry, from the plantation of improved mulberry trees to silk reeling. Research studies were instituted in regard to the various phases of the silk industry, bearing in mind China's climatic and soil conditions. Introduction of silkworms of the improved breed was very popular with the farmers, who also greatly appreciated the drastic lowering of railway freights, at the instance of the National Economic Council. Reductions were made in regard to mulberry leaves and saplings, cocoons, silkworm eggs and raw silk, reduction on the latter being no less than 83 per cent.

Although competition, especially from artificial silk, must be faced, the outlook for the silk industry in this country is brighter than it has been for many years. Success has been gained in improving and standardizing quality, and the farmers have been encouraged by the evidence afforded that the National Government and the Provincial Governments concerned are intent upon putting the industry on a sound foundation, the report concludes.

(China United Press—by mail).

MAGISTRACY. LICENSING SESSIONS.

It is hereby notified that a meeting of the Licensing Board will be held in the Council Chamber, on Friday, the 8th day of November, 1935, at 3.30 p.m., at which the following applications will be considered under the Liquors Ordinance, 1931. All applicants for licences, and persons objecting to such applications, must appear in person:—

No.	Name of Applicant.	Description of Licence applied for.	Sign of House.	Situation of House.	Whether the applicant has held a licence of the same kind to sell liquor in the Colony and, if so, for how long.
1	Frederick Charles Barry.	Publican's Licence.	The Republic Bay Hotel.	Rural Building Lot 142, Republic Bay.	—
2	Alfonso Georges Piovaneli.	"	Hong Kong Hotel.	3, Pedder Street and 21, 25 and 27 Queen's Road Central.	3 years.
3	Aubrey Kieran Dimond.	"	Peninsula Hotel.	K.I.L. 1461 Salisbury Road.	3 years and 9 months.
4	Isaac Levy Goldenberg.	"	Palace Hotel.	42 to 44, Haiphong Road.	10 years.
5	Chueng Kiu Fong.	"	Kowloon Hotel.	2, Hankow, Road.	3 years and 10 months.
6	Edmund Herbert Patrick White.	"	Republic Bay "Lido".	Rural Building Lot 369, Republic Bay.	24 months.
7	Paul Lee.	Publican's Licence without Bar.	St. Francis Hotel, (1933), Limited.	13A, Queen's Road Central.	2 months.
8	George Albert Bond.	"	Café Wiseman.	Front Portion Basement of Exchange Building, 14, Des Voeux Road Central.	8 months.
9	Chan Wai Chuen.	"	Hotel Cecil, Ltd.	Royal Building, 4, Chater Road, ground to 5th floor only.	5 years.
10	Charles Fuxman.	"	Marcel Cafe.	70, Nathan Road.	—
11	Paul Chessner.	"	Gloucester Building (Residential).	5-15 Pedder Street, 4th to 8th floors, 16-18 Des Voeux Road Central, 4th to 8th floors, 9-11 Pedder Street, ground floors.	5 months.
12	William H. S. Mok.	"	David's Cafeteria.	15, Hankow Road, ground floor.	1 year.
13	Miss Helen Adelaide Barry.	Hotel Keeper's Adjunct Licence.	Peak Hotel.	R.B.L. 77 Hill District.	6 years and 4 months.
14	Alexander Ogilvie.	"	Airlie Hotel.	23-25, Nathan Road.	2 years.
15	Chan Hon.	"	Tung Shan Hotel.	37, 39, and 39, Connaught Road West.	—
16	Tsai Kam Hang.	"	Hotel Asia.	126 and 127, Connaught Road Central, and 249, 251 and 253, Des Voeux Road Central, and 127, Connaught Road Central, 3rd and 4th floors.	8 years.
17	Ma Tau Nam.	"	Empress Hotel.	159 to 161, Connaught Road Central, 317, 319 and 321, Des Voeux Road Central.	9 years.
18	Yu Tung Wai.	"	Mee Chow Hotel.	212-214A and 220-228, Des Voeux Road Central, 1st to 4th floors, 216 and 218, Des Voeux Road Central, whole house, 228 and 230, Des Voeux Road Central, 1st to 3rd floors.	5 years.
19	Chan Cheuk Wan.	Hotel Keeper's Adjunct Licence.	The Great China Hotel.	119, Connaught Road Central, whole house, 120, Connaught Road Central, 1st to 4th floors, 287 to 289, Des Voeux Road Central, 1st to 4th floors.	8 years.
20	Mui Man.	"	Hotel Nathan.	372 to 378, Nathan Road.	3 years.
21	Peter Tong.	"	New Asia Hotel, Limited.	206, 208, 210, Des Voeux Road Central, 1st to 4th floors.	1 year and 5 months.
22	Chan Chuck Yin.	"	Luk Kok Hotel.	67 to 77, Gloucester Road.	2 years.
23	Mrs. Yonoko Kobayashi.	"	Tokyo Hotel.	37A, 37B and 38A, Connaught Road Central.	18 years.
24	Isakichi Seki.	"	Chitose Hotel.	6, 7 and 8, Han Fung Lane.	17 years.
25	Mrs. Kikuyo Morita.	"	Chitose Kwan Hotel.	1 and 3, Han Fung Lane.	8 months.
26	Mrs. Hanako Akiyoshi.	"	Fukuzumi Hotel.	66A, Canton Road.	1 year.
27	Kujiro Subara.	Restaurant Keeper's Adjunct Licence.	Tokyoan Hotel.	88, Lockhart Road.	4 years.
28	Tainosuke Yamakawa.	"	Yamakawa Hotel.	62 to 63, Gloucester Road, ground floors.	3 years.
29	Mrs. Kato Suyu.	"	Anahi Beer Hall.	68 and 90, Johnston Road, ground floors.	9 years.
30	P. K. Leung.	"	The Prince's Cafe.	18A, Queen's Road Central.	6 years.
31	S. F. Shum.	"	Canadian Confectionery & Bakery Co.	16, Queen's Road Central.	2 years and 10 months.
32	Andi Kalstrup.	"	Jimmy's Kitchen, (Wanchai).	42, 44 and 46, Lockhart Road, ground floors.	8 days.
33	Aaron Landau.	"	Jimmy's Annex.	Portion of China Bldg., ground floor.	1 year.
34	Yuen Hee Hing.	"	King's Restaurant.	Entertainment Building, 80, Queen's Road Central, 1st floor.	1 year.
35	Hunabichi Kawahara.	"	Kawahara Restaurant.	41, Peking Road, ground floor.	5 months.

S. F. BALFOUR,

Secretary to the Licensing Board.

23rd October, 1935.

(3016)

DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

MONDAY, OCTOBER 28							
Buyers	Sellers	Value	Volume	Buyers	Sellers	Value	Volume
Banks							
11,070	H.K. Bank	...	11,080	...	...	...	...
213	Bo. (London)	...	213	...	...	...	...
238	Chartered Bank	...	238	...	...	...	...
212	Mercantile Bk. S.	...	212	...	...	...	...
212	Do	...	212	...	...	...	...
181	Bank of East Asia	...	181	...	...	...	...
...	N. O. & S. Bank	...	...	...	...	...	...
...	Am. O. R. Corp. S.	...	...	...	...	...	...
...	Ch. Fin. Corp. S.	...	...	...	...	...	...
...	Do. Prof. S.	...	...	...	...	...	...
Insurance							
1190	Canton Insurance	...	1190	...	...	...	...
...	Underwriters	...	...	...	...	...	...
...	Union Insurance	...	...	...	...	...	...
...	China Fire	...	...	...	...	...	...
...	H.K. Fire	...	...	...	...	...	...
...	International Assoc. S.	...	...	...	...	...	...
Shipping							
...	Douglas	...	...	...	...	...	...
...	Essex	...	...	...	...	...	...
...	Indes (prof.)	...	...	...	...	...	...
...	Do. (dot.)	...	...	...	...	...	...
...	Shells	...	...	...	...	...	...
...	Waterboats	...	...	...	...	...	...
Mining							
...	Autamok	...	...	...	...	...	...
...	Balacoe	...	...	...	...	...	...
...	Baguio Gold	...	...	...	...	...	...
...	Benguet Consolidated	...	...	...	...	...	...
...	Do. Exploration	...	...	...	...	...	...
...	Do. Goldfield	...	...	...	...	...	...
...	Big Wedge	...	...	...	...	...	...
...	Gold River	...	...	...	...	...	...
...	United Paracels	...	...	...	...	...	...
...	Salacot Mining	...	...	...	...	...	...
...	Do. Mining	...	...	...	...	...	...
...	Itogons	...	...	...	...	...	...
...	Kailans	...	...	...	...	...	...
...	Langkats (single)	...	...	...	...	...	...
...	Exploration S.	...	...	...	...	...	...
...	Shanghai Loans S.	...	...	...	...	...	...
...	Shubs	...	...	...	...	...	...
...	Venezuela Gold Fld.	...	...	...	...	...	...
Docks, Wharves, Godowns, etc.							
...	H.K. & K. Wharves	...	...	...	...	...	...
...	Do. (old)	...	...	...	...	...	...
...	Providence (old)	...	...	...	...	...	...
...	Do. (new)	...	...	...	...	...	...
...	H.K. & W. Docks	...	...	...	...	...	...
...	S. China Motors 'A'	...	...	...	...	...	...
...	Do. 'B'	...	...	...	...	...	...
...	Shanghai Docks S.	...	...	...	...	...	...
...	New Engineering S.	...	...	...	...	...	...
...	Hongkong S.	...	...	...	...	...	...
Lands, Hotels, and Buildings							
...	H.K. Hotels	...	...	...	...	...	...
...	H.K. Lands	...	...	...	...	...	...
...	Do. (new)	...	...	...	...	...	...
...	Shanghai Lands S.	...	...	...	...	...	...
...	Metropolitan Lands	...	...	...	...	...	...
...	H.K. Realities	...	...	...	...	...	...
...	China Do	...	...	...	...	...	...
...	Do. Debutantes	...	...	...	...	...	...
...	Humphreys	...	...	...	...	...	...
...	New Asia Hotel	...	...	...	...	...	...
...	Asia Realities 'A' S.	...	...	...	...	...	...
...	Do. 'B' S.	...	...	...	...	...	...
...	Chinese Estates	...	...	...	...	...	...
Cotton Mills							
...	Do. S.	...	...	...	...	...	...
...	Do. (new)	...	...	...	...	...	...
...	Do. (new)	...	...	...	...	...	...
...	Wing On Textiles (S.)	...	...	...	...	...	...
...	Public Utilities	...	...	...	...	...	...
...	Tramways	...	...	...	...	...	...
...	Power House (old)	...	...	...	...	...	...
...	Do. (new)	...	...	...	...	...	...
...	Star Ferris	...	...	...	...	...	...
...	Yamui Ferris	...	...	...	...	...	...
...	China Light	...	...	...	...	...	...
...	H.K. Electric	...	...	...	...	...	...
...	Macao	...	...	...	...	...	...
...	Sandakan Light	...	...	...	...	...	...
...	Telephones (old)	...	...	...	...	...	...
...	Do. (new)	...	...	...	...	...	...
...	China Buses	...	...	...	...	...	...
...	Tramcars	...	...	...	...	...	...
...	Do. (pref.)	...	...	...	...	...	...
Industries							
...	Malayan Sugars	...	...	...	...	...	...
...	Calbeck, (ord.) S.	...	...	...	...	...	...
...	Macgregor (pref.) S.	...	...	...	...	...	...
...	Causton Leds	...	...	...	...	...	...
...	Leumate	...	...	...	...	...	...
...	Lopes	...	...	...	...	...	...
Miscellaneous							
...	Dairy Farms	...	...	...	...	...	...
...	Amusements	...	...	...	...	...	...
...	Ch. Entertainments	...	...	...	...	...	...
...	Constructions, (old)	...	...	...	...	...	...
...	Do. (new)	...	...	...	...	...	...
...	Lane Crawford	...	...	...	...	...	...
...	Macintosh	...	...	...	...	...	...
...	Nanyang Tobacco	...	...	...	...	...	...
...	Rinceros	...	...	...	...	...	...
...	Watsons	...	...	...	...	...	...
...	Wm. Powell	...	...	...	...	...	...
...	M. Greyhounds	...	...	...	...	...	...
...	S. C. Enterprises	...	...	...	...	...	...
...	Ch. G. & L. S. B. S.	...	...	...	...	...	...
...	H.K. Govt. Loans	...	...	...	...	...	...
...	Do. 3%	...	...	...	...	...	...
...	Wallace Harper	...	...	...	...	...	...
...	H.K. Wing On	...	...	...	...	...	...
...	Shai Do	...	...	...	...	...	...
...	Vibro Piling	...	...	...	...	...	...

NEW YORK STOCK AND COMMODITY QUOTATIONS

(Through Reuter's Agency)

	Last	October 28	October 28	October 28
	Close	Open	10.30	10.45
New York-London	49 1/2	49 1/2	49 1/2	49 1/2
Cotton, March	10.93	10.91	10.91	10.91
Cotton, May	10.99	10.93	10.94	10.93
Rubber, December	13.50	13.52	13.52	13.52
Chicago Wheat, December	98 1/2	98 1/2	98 1/2	98 1/2
Chicago Wheat, May	98 1/2	97 1/2	97 1/2	97 1/2
Corn, December	60 1/2	60 1/2	61 1/2	61 1/2
Corn, May	59 1/2	59 1/2	59 1/2	59 1/2

STOCKS

American Smelting	57 1/2	56 1/2	56 1/2	57
Abaconda Copper	21 1/2	20 1/2	20 1/2	21
Consolidated Gas of N.Y.	29 1/2	29 1/2	29 1/2	29 1/2
El. Bond and Share	16 1/2	16 1/2	16 1/2	16 1/2
General Motors	54 1/2	53 1/2	53 1/2	54 1/2
Int. Tel. and Tel.	10 1/2	10 1/2	10 1/2	10 1/2
Loew's Inc.	48 1/2	48 1/2	48 1/2	48 1/2
Montgomery W.	34 1/2	34 1/2	34 1/2	34 1/2
N.Y. Central	23 1/2	23 1/2	24 1/2	24 1/2
Standard Oil Co. of N.J.	49 1/2	49 1/2	49 1/2	49 1/2
U.S. Steel	47 1/2	47 1/2	47 1/2	47 1/2

New York Stock Exchange Quotations appear on Page 4.

MONUMENT TO AFRICAN PIONEER

(Special to the "Hong Kong Daily Press" (Copyright).)

Hanover, Oct. 27.

The monument to the memory of the great German Colonial Pioneer, Dr. Karl Peters, founder of German East Africa, was unveiled here on Sunday by the President of the National Colonial League, Dr. Schuee, who was Governor of German East Africa from 1912 till 1919 when it became mandated territory under the Treaty of Versailles.

Dr. Schuee gave a brief account of Dr. Peters' life which was devoted to the idea of German colonisation in Africa. After studying for some years in England Dr. Peters realised the great importance of colonisation and on his return to Germany he founded, at the early age of 23, the German Colonisation Society in 1884. In the same year he travelled with two companions to German East Africa, and within a few weeks of their landing they penetrated into the interior and concluded 12 agreements with the native potentates, whereby large territories came under German control.

In 1885 the German Colonisation Society was granted an Imperial charter and Dr. Peters returned to Africa six years later as German Commissioner. Dr. Peters was the author of a number of books dealing with colonial and African questions, the last of his works being his memoirs published during the year of his death, 1918.

(Transocean Kuo Min)

REVENUE FROM RUBBISH

Until comparatively recently the refuse collected in great cities was burned and went completely to waste, but under modern methods of disposal, not only is nothing wasted, but this essential work results in actual revenue accruing to the city. When it is stated that the amount of domestic, trade and industrial refuse dealt with in the largest cities in Britain reaches a total of several hundred thousand tons each year, it will be realised how important this subject is.

An excellent example of modern practice is to be found at one of the depots of the City of Leeds Cleansing Department, which was opened recently after reconstruction. The new plant installed is capable of dealing with 100 tons of refuse in 8 hours, and in the course of the operations everything of use is saved. At the picking table, men suitably gloved recover tins, bottles etc. The crude refuse is incinerated while the gases from the incinerator pass through a water-tube boiler, which raises steam for a 60-kW Greenbat De Laval type turbine generator to provide power for driving the plant and lighting the works. The exhaust steam from the plant is used for heating purposes, and the alternator generates current at 200 volts.

The shaker and screening table, which effects a primary separation of the refuse into large and small elements, operates in connection with an electro-magnetic separator. Among the so-called large elements are paper, rags, linoleum, bottles, tins, garden refuse etc.; the small pieces of metal, such as nails, can lids and suchlike are extracted.

VESSELS DUE

Achilles, B. & S., October 29.	Aeneas, B. & S., November 12.	Agamemnon, B. & S., November 25.	Agamemnon, B. & S., November 4.	Ajax, B. & S., November 11.	Anna Maersk, Jørgensen's, November 11.	Attila II, Messageries, November 30.	Bungalore, P. & O., October 30.	Bakury Maru, N.Y.K., November 25.	Burgeland, Jørgensen's, November 24.	Chongchuan, Messageries, Nov. 2.	City of Windsor, Bank Line, Nov. 9.	Conte Rosso, Lloyd Triestino, Nov. 2.	Conte Verde, Lloyd Triestino, Nov. 30.	Corfu, P. & O., October 31.	Cornwall, Bank Line, November 25.	D'Arctique, Messageries, Nov. 16.	Donau, Melchers, October 31.	Emp. of Asia, C. P. S., November 7.	Emp. of Canada, C.P.S., November 23.	Emp. of Japan, C.P.S., October 30.	Emp. of Russia, C.P.S., December 1.	Rumous, B. & S., October 31.	Florida, E.A. Co., November 26.	Franken, Melchers, November 13.	Friderun, Melchers, November 21.	Fushimi Maru, N.Y.K., November 8.	General Pershing, States Co., Nov. 1.	General Sherman, States Co., Nov. 22.	Golden Peak, States Co., November 24.	Hai Lee, Thoresen's, November 10.	Haiyang, Douglas, October 31.	Iakusan Maru, N.Y.K., November 8.	Island, Melchers, November 18.	Iswari Maru, O.S.K., November 6.	Hellas, Thoresen's, November 15.	Hermes, Thoresen's, November 1.	Hiram, Thoresen's, November 8.	Hosang, Jardine's, October 29.	Italy Maru, N.Y.K., November 6.	Java, E.A. Co., November 9.	Jeyapore, P. & O., November 8.	Kulmerland, Jørgensen's, November 23.	Longbank, Bank Line, November 24.	Malaya, E.A. Co., November 11.	Malayan Prince, Furness, December 8.	Marron, B. & S., November 11.	Melbourne Maru, O.S.K., November 6.	Niel Maersk, Jørgensen's, November 1.	Nellere, E. & A. S. S. Co., Ltd., Oct. 31.	Neumark, Jørgensen's, November 3.	Oldenburg, Jørgensen's, November 24.	Peter Maersk, Jørgensen's, November 9.	Persu, B. & S., November 17.	Pres. Grant, A.M. Line, November 1.	Pres. Pierce, Dollar's, November 11.	Pres. Polk, Dollar's, November 8.	Prometheus, B. & S., November 18.	Sauerland, Jørgensen's, November 8.	Scharhorst, Melchers, November 5.	Shantung, Gilman's, November 24.	Silverwalnut, Furness, November 21.	Sirdhana, B.I. (Apac), October 29.	Sphinx, Messageries, November 5.	Sonali, P. & O., November 8.	Taipei, B. & S., November 8.	Taiwan, Thoresen's, November 17.	Taiwan, Thoresen's, November 23.	Talman B.I. (Apac), November 7.	Tancred, Thoresen's, November 7.	Tancred, E. & A. S. S. Co., November 2.	Tergeste, Lloyd Triestino, Nov. 7.	Tijegara, J.C.J. Line, October 30.	Tourcoing, Thoresen's, November 25.	Touyoka Maru, N.Y.K., November 8.	Tsushima Maru, N.Y.K., November 7.
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BERWIND LEA

ABANDONED

St. John's, Oct. 27.

A salvage vessel has taken off the crew of thirty of the British steamer Berwind Lea, which is aground off the coast of Newfoundland.

The Berwind Lea was abandoned by the crew after she had taken a terrific pounding and her break-up seemed imminent.

(Reuter)

FEARS FELT

New York, Oct. 27.

Fear has been felt for the safety of the crew of thirty of the British 5,000-ton steamer Berwind Lea, which is aground on Dead Man's Land, Newfoundland.

The ship sent out SOS calls and in response the Japanese steamer, England Maru, hurried to her assistance.

(Reuter)

Attached

Why so many women stick to their husbands:—Because even a worm will eat.

POWER OF NEW GERMANY

Premier Goering's Statement

(Special to the "Hong Kong Daily Press" (Copyright).)

Breslau, Oct. 27.

In a noteworthy speech delivered here at the conference of Silesian party leaders, Premier Goering gave a comprehensive account of the Nationalist-Socialist Government's achievements since the party's rise to power almost three years ago. Amid thunderous applause, the Premier laid special stress on Germany's recovery of her military independence, stating that "only Hitler and his National Socialists proved capable of taking such a bold decision", and reminding his hearers that the German people have to thank the victory of the Swastika for every battalion, every cannon and every airplane they now possess.

Referring to the law enacted at the recent Nuremberg rally, making the Swastika flag the sole official flag of the German Reich, Goering said, "I had the honour to justify this law at the party rally, and I did so with all respect for the old glorious black, white and red banner, which would have waved triumphantly over the battle fields. There is however, no doubt that every state and every epoch must have its own distinctive symbol. Only persons who are colour blind could, moreover, fail to recognise that the colours of the Reich's new symbol are black, white and red. This in itself is evident that the only victorious emblem under which, for twelve years we have fought, suffered and finally won—may one day wave over Germany."

CHURCH CONFLICT

The premier also dealt with the church conflict emphatically refuting the reproach that the Reich Government is attempting to subjugate the church. He said: "It is the church which has thrown down the challenge to us. We have never attacked the church. On the contrary we have always declared that we are in favour of positive Christianity and have, in fact, led the German people who have lost faith in everything, back to belief. We have assured the church of our protection and do not seek conflict with the church, all the more since the Fuehrer has other matters to attend to—matters which are of tremendous worldly importance—and wishes to concentrate the whole of his energies on their completion.

"We, Nationalist Socialists, have no desire to interfere with the internal affairs of the churches, and we abide by the saying of Frederick the Great that everybody shall seek his own salvation. In conclusion Goering said that "Germany has once more become strong and there are many who are displeased by this. We will always endeavour to ensure peace for Germany, but it does not solely depend on us whether we will always enjoy peace. We are prepared, however, to repulse anybody who attempts to disturb our peace. When in such a fateful hour the call is made to the nation it must be strong and the Nationalist-Socialists must be equal to the occasion."

(Transocean Kuo Min)

BRIBERY SCANDAL IN SPAIN

(Special to the "Hong Kong Daily Press" (Copyright).)

Madrid, Oct. 21.

The leaders of the Radical party of which several members have been compromised by a bribery scandal in connection with the granting of a gaming concession to a casino at San Sebastian, assembled on Saturday to discuss the situation.

No information is as yet available concerning the decisions taken, but it is rumoured that the Foreign Minister, Lerroux, and the Minister of Education, Rocha, will be requested to hand in their resignations so that the Government would not have to bear the burden of the storm of criticism which is certain to break in Monday's extraordinary session of the Cortes.

There is some talk of a split in the Radical party and a spectre of dissolution is likewise hovering over the Cortes.

(Transocean Kuo Min)

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s.s. "NEUMARK" for Shanghai, Dairen, Taku, Kobe, Osaka, Yokohama, Nagoya..... 3rd Nov.
s.s. "OLDENBURG" for Shanghai, Yham, Kobe, Osaka, Dairen, Taku, Tsingtau..... 24th Nov.
s.s. "KULMERLAND" for Shanghai, Dairen, Taku, Kobe, Osaka, Yokohama, Nagoya..... 28th Nov.

HOMeward SAILINGS

s.s. "SAUERLAND" for Barcelona, Rotterdam, Hamburg..... 8th Nov.
s.s. "BURGENLAND" for Antwerp, Rotterdam, Hamburg..... 24th Nov.
s.s. "NEUMARK" for Barcelona, R'dam, H'burg..... 5th Dec.

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CANTON AGENTS:

CARLOWITZ & CO., Shakes Road.

THE EXCHANGE MARKET

MESSRS. ROZA BROS

Silver prices were unchanged yesterday, the quotations remaining at 29 5/16 for Ready and 29 3/16 for Forward. Advances reported America and India bought. China sold. The market closed steady.

In America the rate was unchanged at 65¢ for spot.

The London/New York cross-rate was slightly higher at 4.91½ and the New York/London rate was unchanged at 4.91½.

Markets

Firm during the early part of the morning and later eased off slightly, the undertone however was steady.

Sterling

The market opened with sellers at 1/11 9/16 for near, delivery leading to a small business at 1/11 11/16 for November delivery followed by transactions at 1/11½ for November and cash, 1/11½ for January and 1/11½ for the first half of January. The market then eased off slightly and offers at 1/11½ were accepted for 1st December and 1/11 9/16 for cash. The market closed at 1 p.m. with sellers at 1/11 9/16 for October and probably early November, 1/11½ for November, and 1st December and 1/11 7/16 for December and first half of January. Buyers at 1/11½ for cash, 1/11 8/16 for November, 1/11½ for December and 1/11 7/16 for January.

U.S. Dollars

Business was done early in the morning at 48 5/16 for November delivery. The market closed with sellers at 48 5/16 for October and early November, 48 3/16 for November, 48 for December and 47½ for January, buyers at 48½ for October and early November, 48 5/16 for November, 48½ for December and 48 for January.

Shanghai Dollars

Sellers were quoted at 143 for near delivery.

Shanghai Market

Opened with sellers at 1/4 9/16 for spot. The market then eased off to 1/4 7/16 for spot. U.S. Dollars—opened with sellers at 33½ and closed at 33½ for spot. The highest rate reported was 33 15/16 and the lowest rate was 33 9/16 for spot.

IN THE AFTERNOON

The market was easier in the afternoon.

Sterling

Business was done at 1/11 9/16 for near and 1/11½ for the first day of December followed by transactions at 1/11½ for the first half of January and 1/11 7/16 for the first half of December. The market closed with sellers at 1/11 7/16 for October and early November, 1/11½ for November and early December and 1/11 5/16 for second half of December to the first half of January, buyers at 1/16 higher respectively.

U.S. Dollars

The market closed with sellers at 48 for cash and probably early November, 47½ for November and 47½ for December and probably early January, buyers at 48 1/16 for near, 48 for first half of November, 47½ for December and 47 13/16 for first half of January.

Shanghai Dollars

Closed with sellers at 142½ for spot.

H. K. SHAREBROKERS' ASSOCIATION

BUYERS

Bank of East Asia, \$63.
Hong Kong Fines, \$190.
Douglases, \$35.
Steamboats, \$3.
Antamoks, 69½ cts.
Bagulo Gold, 15 cts.
Beng Explorations, 8½ cts.
Big Wedge, 9 cts.
Gold Rivers, 54 cts.
Salacots, 14½ cts.
Raubs, \$64.
Hotels, \$3.
Lands, \$25.10.
Humphreys, \$7½.
Providents old, 55 cts.
Trams, \$10.60.
Star Ferries, \$78½.
Lights, \$82.0.
Electric, \$53½.
Telephones (old), \$184.
Telephones new, \$54.
Canton Ices, \$1.55.
Cementa, \$3.10.
China Entertainments, \$2.60.
Gold & Bonds, 89%.
Govt. Loan 4%, 5%.

SELLERS

Lights, \$3.40.
SALES
Lights, \$34.

LONDON EXCHANGE RATES

(BRITISH WIRELESS SERVICE)

	October 24.	October 26.
Paris	74 39/64	74 35/64
Geneva	15.11½	15.13
Berlin	12.22½	12.21
Athens	516 S	
Milan	60 7/16	60 7/16
Shanghai	1/4 3/16	
New York	4.91½	4.91 7/16
Amsterdam	7.24½	7.24
Vienna	26½	
Prague	118½	118 13/16
Bucharest		
Madrid	36	
Lisbon	1/11½	1/11½
Hong Kong	29.21	29.18
Brussels		
Montevideo	216	
Belgrade	4.98½	4.97½
Montreal		
Yokohama		
Helsingfors		
Rio		
Buenos Aires	29 5/16	29 5/16
Silver (Spot)	29 3/16	29 3/16
Silver (Forward)	31% 105½	
War Loan		

Closing Quotations

On London:—	On New York:—
Telegraphic Transfer..... 118	Bank Bills, on demand 47½
Bank Bills, on demand 47½	Credits, 60 days' sight 49½
Bank Bills, 4 months' sight 47½	On demand 47½
Credits, four months' sight 2½	On demand 47½
ON SHANGHAI:—	On demand 72½
On Demand 47½	Credit, 4 months' sight 72½
ON SINGAPORE:—	On demand 72½
On Demand 47½	On demand 72½
ON JAPAN:—	On demand 72½
On Demand 47½	On demand 72½
ON INDIA:—	On demand 72½
Telegraphic Transfer..... 198½	SOVEREIGNS, Bank Buying
Bank, on demand..... 198½	Rate 2½
	BAR SILVER, per oz. 5 16

H. K. STOCK EXCHANGE

YESTERDAY'S OFFICIAL QUOTATIONS

There was a fairly good demand for Lands at \$25, Hotels at \$3, Trams at \$10.65, Telephones (old) at \$184 and Dairy Farms at \$14.90 and more would be paid for any shares offering.

BUYERS

Bank of East Asia, \$62.
Canton Insurances, \$190.
H. K. Fire Insurances, \$190.
Providents (old), 55 cts.
Ewo Cottons, \$15.85.
Hotels, \$3.
H. K. Lands, \$25.
Humphreys, \$7.85.
H. K. Trams, \$10.60.
China Lights, \$4.
Electric, \$53½.
Telephones (old), \$184.
H. K. Ropes, \$2.
Dairy Farms, \$14.90.
Watsons, \$3.35.
Govt. 4% Loan, 5% Prem.
Govt. 3½% Loan par.

SELLERS

China Underwriters, \$1.10.
Sandakan Lights, \$3.
Constructions (new), 25 cts.

SALES

H. K. Lands, \$25.
Electric, \$53½/53.
Dairy Farms, \$15.10.

SINGAPORE RAW RUBBER

Latest Singapore Prices

BENJAMIN & POTTS

Messrs. Benjamin and Potts have received the following Straits currency quotations (buyers) from Singapore Yesterday for Raw Rubber:—

	Spot	22½ cts. up & ct.
Nov./Dec.	22½ cts. up & ct.	
Jan./Mar.	23 cts. up & ct.	
Apr./June	23½ cts. up & ct.	
Market.—Firm.		

H. B. JOSEPH & CO.

Messrs. H. B. Joseph & Co. received the following Straits Currency Quotations from Singapore for Raw Rubber:—

	Buyers	Sellers
Spot	22½ up & 22½	
Nov./Dec.	22½ up & 22½	
Jan./Mar.	23½ up & 23½	
Apr./June	23½ up & 24	
Market.—Is Firm.		

THE RUBBER MARKET

London Review

The following report on the rubber market, issued by Messrs. Lane Mitchell, Hyman and Kraay, Ltd., of London, was forwarded to us by Messrs. G. A. Harriman and Co.:

A decidedly more optimistic feeling now prevails in our market and prices have risen moderately in consequence. French and German factories have been consistent buyers. The item of news, however, which is considered to be of paramount importance for the future of the market is the official announcement that the N.E.I. Government has authorised the purpose of export licences to an amount of 20,000 tons, as a set-off against the excess of native exports over the quota. To-day this action was followed by the raising of the Export duty on natives rubber to 23 cents per kilo (equivalent to 3-7/16d per lb.) as from October 13th.

Since the introduction of Control, there has been a latent fear in the minds of many that the N.E.I. authorities would not be able to keep shipments within the permissible exportable amount, owing to the widely advertised difficulties experienced in limiting native shipments. The determination of the authorities to fulfil their International agreement, as emphasised by their latent actions, has been a relief to many, and has renewed faith in the proper execution of the Control Scheme.

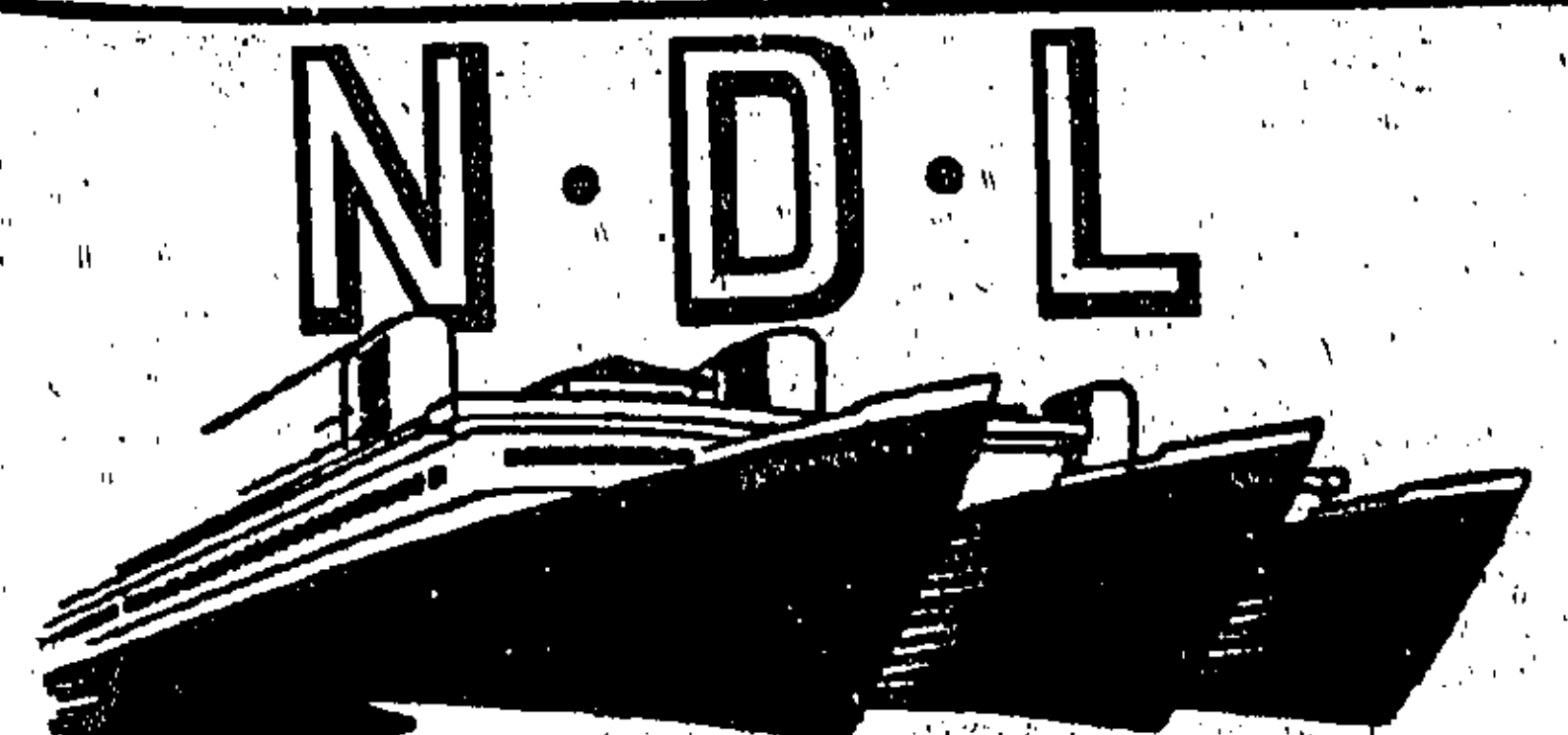
Reverting to the heavy Malayan shipments during the month of September, they are now explained in the only possible way, i.e. Penang and Singapore stocks have been reduced by 12,700 tons. These stocks totalled 89,194 tons end of May 1934, and have now been reduced to 32,625 tons at the end of last month.

Stocks in the United Kingdom totalled 177,381 tons on October 5th, an increase of 423 tons as compared with the previous return. During the week it is anticipated that 350 tons have been withdrawn from stocks.

REDUCTION OF CAPITAL

An application for confirming the reduction of the paid-up capital of Messrs. Lane, Crawford, Ltd., from \$900,000 to \$750,000 was made before the Chief Justice, Sir Athol MacGregor at the Supreme Court yesterday.

Mr. H. C. Macnamara, instructed by the Hon. Sir William Shenton, appeared for the petitioning Company, and said the application, which was made under Section 59 of the Companies Ordinance of



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S.S. P. TSDAM Dec. 27th S.S. SCHARNHORST Mar. 27th
S.S. STUTTGART Jan. 24th S.S. P. TSDAM Apr. 24th

FRIGHT STEAMERS
M.S. HAVEL Nov. 18th to M'les, C'blanca, R'dam, H'burg & Bremen.
S.S. DONAU Dec. 4th to M'les, C'blanca, Amsterdam, R'dam, H'burg & Bremen.

ARRIVALS FROM EUROPE
S.S. Donau Oct. 31st S.S. Franka Nov. 12th
S.S. Scharnhorst Nov. 5th S.S. Isar Dec. 5th

HONGKONG/SOUTH SEA ISLANDS SERVICE.
S.S. FRIDERUN 1st Dec. to Madang, Salamaua, Rabaul, etc.
S.S. BREMERHAVEN 25th Dec. to Rabaul, Tulagi, Kavonga, etc.
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CONSIGNEE NOTICES.
NOTICE TO CONSIGNEES.
OCEAN STEAM SHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES OF CARGO are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 28th Oct.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on or before the 18th Nov. 1935, or they will not be recognized.

To comply with the General Bonded Warehouse Regulations, consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Nov., 1935, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 26th Oct., 1935. [8914]

COMPAGNIE DES MESSAGERIES MARITIMES
CONSIGNEE NOTICE.
S.S. "KOUANG SI"
BRINGING CARGO FROM ANTWERP, LONDON &c.

CONSIGNEES are hereby informed that their goods with a exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of Ho Keng, Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the 6th Nov., 1935, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyor, Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Tuesday, 1st Nov., 1935.

Consignees must have a Revenue Officer in attendance when any dutiable goods are examined by the Company's Surveyors.

No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.
Hong Kong, 27th Oct. 1935. [9115]

1932, was to confirm the reduction of the Company's paid-up capital by the extent of \$150,000. The application was part of a resolution adopted at an extraordinary meeting held some time ago for the reorganization of the capital of the Company.

The application was granted.

Hong Kong, 24th Oct 1935 [9007]

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29th October, 9 a.m.

Launch Blaka Pier 8.00 a.m. Launch Police Pier 8.15 a.m.
TO BATAVIA DIRECT
S.S. "TJISALAK"
5th November, 9 a.m.

Launch Blaka Pier 8.00 a.m. Launch Police Pier 8.15 a.m.
TO AMOY & SHANGHAI
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31st October.

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York Building. Tel. 28016.

Y.C.C.J.I.

CANTON SILK MARKET
The Kwangtung Raw Silk Testing Bureau, Department of Reconstruction, Canton, China reports the following:—

Canton Quotations	October 25.
Small Extra O.S. 13/15 H.K.	\$480N.
Crack N.B. 14/16 H.K.	\$410N.
Extra Extra 20/22 H.K.	\$382½N.
Waste N.B. Open H.K.	\$85N.

Yokohama Quotations

October 26.
Opening
Spot Yen 980
Bourse 6 months Yen 945

New York Quotations

October 25.
Bid Ask
December 2.03½ 2.03½
March 2.01 2.01½
May 2.02½ 2.02½
New York Quotations are obtained through Courtesy of Messrs. Swan, Culbertson & Fritz

CHINA NAVIGATION COMPANY, LIMITED

HONGKONG, PAKHOI & HAIPHONG	"SINKIANG"	On 29th Oct, 3 p.m.
SWATOW, FOCHOW, THINGTAN	"YUNNAN"	On 30th Oct, Noon
AMOI & SHANGHAI	"TAIYUAN"	On 30th Oct, 5 p.m.
SWATOW, SHANGHAI, THINGTAN	"HUIHOW"	On 1st Nov, 10 a.m.
HONGKONG, PAKHOI & HAIPHONG	"KUNYUAN"	On 1st Nov, 3 p.m.
AMOI & SHANGHAI	"KUNYUAN"	On 2nd Nov, 5 p.m.
SWATOW & SHANGHAI	"SUWING"	On 3rd Nov, 6 a.m.
SWATOW & SHANGHAI	"KUNYUAN"	On 4th Nov, Noon
SWATOW, FOCHOW & SHANGHAI	"SUWING"	On 5th Nov, 10 a.m.
HONGKONG, PAKHOI & HAIPHONG	"SUWING"	On 5th Nov, 3 p.m.
SWATOW, FOCHOW, THINGTAN	"SUWING"	On 6th Nov, 10 a.m.
AMOI & SHANGHAI	"SUWING"	On 6th Nov, 5 p.m.
SWATOW, SHANGHAI, THINGTAN	"SUWING"	On 8th Nov, 10 a.m.
HONGKONG & SHANGHAI	"SUWING"	On 8th Nov, 1 p.m.
HONGKONG, PAKHOI & HAIPHONG	"SUWING"	On 8th Nov, 3 p.m.
AMOI & SHANGHAI	"SUWING"	On 9th Nov, 5 p.m.
SWATOW & SHANGHAI	"SUWING"	On 10th Nov, 10 a.m.
SWATOW, FOCHOW & SHANGHAI	"SUWING"	On 12th Nov, 10 a.m.
AMOI & SHANGHAI	"SUWING"	On 13th Nov, 5 p.m.

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TAIPING	8 Nov	14 Nov	17 Nov	2 Dec
CHANGTE	10 Dec	17 Dec	20 Dec	5 Jan
TAIPING	3 Jan	10 Jan	13 Jan	29 Jan
CHANGTE	1 Feb	18 Feb	21 Feb	8 Mar

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1st Nov. ... M.V. "PETER MAERSEK" ... 9th Nov.
19th Nov. ... M.V. "NIEL MAERSEK" ... 28th Nov.
19th Nov. ... M.V. "ANNA MAERSEK" ... 3rd Jan.

(All dates are subject to alteration without notice.)

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M.V. "MALAYAN PRINCE" ... Dec. 8th

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S.S. SEISTAN Wednesday, 30th Oct.

S.S. SEISTAN Sunday, 3rd Nov.

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NORTHWARD

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PORTS AND JAPAN.

Amoy.

Anhui, B. & S., October 29.	Haining, Douglas, October 29.
Taiyuan, B. & S., October 30.	Fukukun Maru, O.S.K., October 31.
Sirihana, B.I. (Apar), October 31.	Tjinegara, J.C.J. Line, October 31.
Haiyang, Douglas, November 1.	Kingyuan, B. & S., November 2.
Canton Maru, O.S.K., November 3.	Haitan, Douglas, November 5.
Tsinan, B. & S., November 6.	Haining, Douglas, November 8.
Hozan Maru, O.S.K., November 10.	Kunming, Jardine's, November 10.

Chiao.

Yatsing, Jardine's, October 31.	Hoihow, B. & S., November 1.
Hopsang, Jardine's, November 5.	Chengtu, B. & S., November 6.

Daluy.

Donau, Melchers, November 1.	Neumark, Jensen's, November 3.
Aeneas, B. & S., November 12.	Perseus, B. & S., November 12.
Franken, Melchers, November 13.	Oldenburg, Jensen's, November 13.
Kulmerland, Jensen's, November 23.	

Fochow.

Yunnan, B. & S., October 30.	Yatsing, Jardine's, October 31.
Haiyang, Douglas, November 1.	Haitan, Douglas, November 5.
Hopsang, Jardine's, November 5.	Soochow, B. & S., November 5.
Chengtu, B. & S., November 6.	Haining, Douglas, November 8.

JAPAN (Direct).

Hosang, Jardine's, November 1.	Hosang, Jardine's, November 9.
Kinai Maru, O.S.K., November 11.	Kunming, Jardine's, November 16.

Keelung.

Canton Maru, O.S.K., November 3.	Nojima Maru, N.Y.K., November 4.
Hozan Maru, O.S.K., November 10.	Jeff Davis, States Co., November 15.
Taiyang, Dodwell's, November 18.	

Shanghai and Japan.

Asama Maru, N.Y.K., October 30.	Sirihana, B.I. (Apar), October 31.
Haitan, Douglas, November 1.	Corfu, P. & O., November 1.
Donau, Melchers, November 1.	Rmp of Japan, C.P.S., November 1.
Malaya, E.A. Co., November 1.	Chenonceaux, Messageries, Nov. 2.
Conte Rosso, Lloyd Triestino, Nov. 2.	Pres. Hoover, Dollar's, November 2.
Neumark, Jensen's, November 3.	Tanda, E. & A. S.S. Co., Nov. 3.
Agapenor, B. & S., November 4.	Nojima Maru, N.Y.K., November 4.
Scharnhorst, Melchers, November 5.	Tancred, Thoresen's, November 7.
Torpedos, Lloyd Triestino, Nov. 7.	Hosang, Jardine's, November 9.
General Sherman, States Co., Nov. 9.	Malaya, E.A. Co., November 9.
Peter Maersk, Jensen's, November 9.	Perseus, B. & S., November 12.
Franken, Melchers, November 12.	President Grant, A.M. Line, Nov. 13.
Taiyo Maru, N.Y.K., November 13.	Takada, B.I. (Apar), November 14.
Emp. of Asia, C.P.S., November 15.	Ranchi, P. & O., November 15.
D'Arzang, Messageries, Nov. 16.	Taiyang, Dodwell's, November 18.
Pres. Pierce, Dollar's, November 20.	Haruna Maru, N.Y.K., November 20.
Pres. Jefferson, A.M. Line, Nov. 23.	Oldenburg, Jensen's, November 23.
Florida, E.A. Co., November 26.	Rhutan, P. & O., November 26.
Kulmerland, Jensen's, November 23.	Tilawa, B.I. (Apar), November 28.
Emp. of Canada, C.P.S., Nov. 29.	Valdera, P. & O., November 29.
General Sherman, States Co., Nov. 30.	Pres. Coolidge, Dollar's, November 30.

South America (W.C.)

Bokuyo Maru, N.Y.K., November 9.	
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Panama.

Asama Maru, N.Y.K., October 30.	Pres. Hoover, Dollar's, November 2.
Nojima Maru, N.Y.K., November 4.	Bokuyo Maru, N.Y.K., November 9.
Peter Maersk, Jensen's, November 9.	Kinai Maru, O.S.K., November 11.
Taiyo Maru, N.Y.K., November 13.	Jeff Davis, States Co., November 15.
Taiyang, Dodwell's, November 18.	Pres. Pierce, Dollar's, November 20.
Niel Maersk, Jensen's, Nov. 25.	

Philadelphia.

Peter Maersk, Jensen's, November 9.	Kinai Maru, O.S.K., November 11.
Jeff Davis, States Co., November 15.	Niel Maersk, Jensen's, Nov. 25.

Portland and Puget Sound

General Sherman, States Co., Nov. 9.	Corneville, Bank Line, November 25.
General Sherman, States Co., Nov. 30.	

San Francisco.

Asama Maru, N.Y.K., October 30.	Pres. Hoover, Dollar's, November 2.
Bokuyo Maru, N.Y.K., November 9.	General Sherman, States Co., Nov. 9.
Taiyo Maru, N.Y.K., November 13.	Taiyang, Dodwell's, November 18.
Pres. Pierce, Dollar's, November 20.	Corneville, Bank Line, November 25.
General Sherman, States Co., Nov. 30.	Pres. Coolidge, Dollar's, November 30.

Shanghai and via PORTS.

Devikon, Jardine's, October 30.	Taiyuan, B. & S., October 30.
Tjinegara, J.C.J. Line, October 31.	Donau, Melchers, November 1.
Hoihow, B. & S., November 1.	Conte Rosso, Lloyd Triestino, Nov. 2.
Kingyuan, B. & S., November 2.	Chakang, Jardine's, November 3.
Sunning, B. & S., November 3.	Soochow, B. & S., November 5.
Tsinan, B. & S., November 6.	Norviken, Jardine's, November 8.
Kwaiyang, Jardine's, November 10.	Aeneas, B. & S., November 12.
Franken, Melchers, November 13.	

Swatow.

Anhui, B. & S., October 29.	Haining, Douglas, October 29.
Devikon, Jardine's, October 30.	Seistan, Douglas, October 30.
Yunnan, B. & S., October 30.	Fukukun Maru, O.S.K., October 31.
Yatsing, Jardine's, October 31.	Haiyang, Douglas, November 1.
Hoihow, B. & S., November 1.	Canton Maru, O.S.K., November 3.
Chakang, Jardine's, November 3.	Sunning, B. & S., November 3.
Kwangchow, B. & S., November 4.	Haitan, Douglas, November 5.
Hopsang, Jardine's, November 5.	Soochow, B. & S., November 5.
Chengtu, B. & S., November 6.	Haining, Douglas, November 8.
Norviken, Jardine's, November 8.	Hozan Maru, O.S.K., November 10.
Hiran, Thoresen's, November 10.	Kwaiyang, Jardine's, November 10.
Hellas, Thoresen's, November 17.	

Takau.

Donau, Melchers, November 1.	Neumark, Jensen's, November 3.
Aeneas, B. & S., November 12.	Franken, Melchers, November 13.
Oldenburg, Jensen's, November 23.	Kulmerland, Jensen's, November 23.

Tientsin.

Yatsing, Jardine's, October 31.	Hoihow, B. & S., November 1.
Hopsang, Jardine's, November 5.	Chengtu, B. & S., November 6.

Tientsin.

Devikon, Jardine's, October 30.	Yunnan, B. & S., October 30.
Donau, Melchers, November 1.	Hoihow, B. & S., November 1.
Chakang, Jardine's, November 3.	Chengtu, B. & S., November 6.
Norviken, Jardine's, November 8.	

EASTWARD

FROM HONG KONG TO NORTH
AND SOUTH AMERICA

Bahia.

Asama Maru, N.Y.K., October 30.	Pres. Hoover, Dollar's, November 2.
Bokuyo Maru, N.Y.K., November 9.	Peter Maersk, Jensen's, November 9.
Taiyo Maru, N.Y.K., November 13.	Jeff Davis, States Co., November 15.
Taiyang, Dodwell's, November 18.	Pres. Pierce, Dollar's, November 20.
Niel Maersk, Jensen's, Nov. 25.	

Bahia.

Peter Maersk, Jensen's, November 9.	Jeff Davis, States Co., November 15.
Niel Maersk, Jensen's, Nov. 25.	

Boston and New York.

Pres. Hoover, Dollar's, November 2.	Nojima Maru, N.Y.K., November 4.
Peter Maersk, Jensen's, November 9.	President Polk, Dollar's, November 9.
Kinai Maru, O.S.K., November 11.	Jeff Davis, States Co., November 15.
Taiyang, Dodwell's, November 18.	Pres. Pierce, Dollar's, November 20.
Pres. Adams, Dollar's, Nov. 23.	Niel Maersk, Jensen's, Nov. 25.

Boston.

Pres. Hoover, Dollar's, November 2.	Peter Maersk, Jensen's, November 9.
Kinai Maru, O.S.K., November 11.	Jeff Davis, States Co., November 15.
Taiyang, Dodwell's, November 18.	Pres. Pierce, Dollar's, November 20.
Pres. Adams, Dollar's, Nov. 23.	Niel Maersk, Jensen's, Nov. 25.

Boston.

Pres. Hoover, Dollar's, November 2.	Peter Maersk, Jensen's, November 9.
Kinai Maru, O.S.K., November 11.	Jeff Davis, States Co., November 15.
Taiyang, Dodwell's, November 18.	Pres. Pierce, Dollar's, November 20.
Pres. Adams, Dollar's, Nov. 23.	Niel Maersk, Jensen's, Nov. 25.

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Pres. Hoover, Dollar's, November 2.	Peter Maersk, Jensen's, November 9.
Kinai Maru, O.S.K., November 11.	Jeff Davis, States Co., November 15.
Taiyang, Dodwell's, November 18.	Pres. Pierce, Dollar's, November 20.
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Pres. Adams, Dollar's, Nov. 23.	Niel Maersk, Jensen's, Nov. 25.

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Pres. Hoover, Dollar's, November 2.	Peter Maersk, Jensen's, November 9.
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Kinai Maru, O.S.K., November 11.	Jeff Davis, States Co., November 15.
Taiyang, Dodwell's, November 18.	Pres. Pierce, Dollar's, November 20.
Pres. Adams, Dollar's, Nov. 23.	Niel Maersk, Jensen's, Nov. 25.

Boston.

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CANADIAN PACIFIC

CHRISTMAS HOLIDAY CRUISE

TO MANILA

AND RETURN

BY THE EMPRESS OF JAPAN

£15 FIRST CLASS £11 TOURIST CLASS

FRIDAY, DEC. 20—LEAVE HONG KONG AT 5.00 P.M.

SATURDAY, DEC. 21—EN ROUTE

SUNDAY, DEC. 22—ARRIVE MANILA IN MORNING

MONDAY, DEC. 23—IN MANILA

TUESDAY, DEC. 24—IN MANILA

WEDNESDAY, DEC. 25—LEAVE MANILA IN AFTERNOON

THURSDAY, DEC. 26—EN ROUTE

FRIDAY, DEC. 27—ARRIVE HONG KONG EARLY MORNING

Full information from your own Agent or

CANADIAN PACIFIC

Telephone: Passenger 20752, GACANFAC: Passenger Dept.
Freight 20042, NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO. LTD.

GENERAL PASSENGER AGENTS IN THE ORIENT FOR CUNARD WHITE STAR LINE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

ASAMA MARU ... Wednesday, 30th Oct.

TAIYO MARU ... Wednesday, 13th Nov.

ORCHIBU MARU ... Wednesday, 27th Nov.

SEATTLE & VANCOUVER.

HIVE MARU (Starts from Kobe) Saturday, 9th Nov.

HEIAN MARU (Starts from Kobe) Monday, 25th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

FUSHIMI MARU ... Saturday, 9th Nov.

HAKOZAKI MARU ... Saturday, 23rd Nov.

TERUKUNI MARU ... Friday, 6th Dec.

SYDNEY & MELBOURNE via Manila and Ports.

KITANO MARU ... Saturday, 23rd Nov.

ATSUTA MARU ... Saturday, 24th Dec.

BOMBAY via Singapore, Penang and Colombo.

ITALY MARU ... Thursday, 7th Nov.

GINYO MARU ... Tuesday, 11th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYU MARU ... Saturday, 9th Nov.

NEW YORK via Panama.

NOJIMA MARU ... Monday, 4th Nov.

NOTO MARU ... Friday, 15th Nov.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.

Genoa and Valencia.

TOYOOKA MARU ... Saturday, 9th Nov.

CALCUTTA via Singapore, Penang and Rangoon.

TOKUSHIMA MARU ... Tuesday, 29th Oct.

TSUSHIMA MARU ... Friday, 8th Nov.

PENANG MARU ... Friday, 15th Nov.

SHANGHAI, KOBE & YOKOHAMA.

HAKUBAN MARU ... Friday, 8th Nov.

HARUNA MARU ... Friday, 22nd Nov.



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To SHANGHAI—KOBE

CHENONCEAUX ... 2nd Nov.

D'ARTAGNAN ... 16th Nov.

ATHOS II ... 30th Nov.

Passenger DOUMER ... 12th Dec.

ANDRE LEBON ... 21st Dec.

JEAN LABOURE ... 10th Jan., 1936.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

SPHINX ... 5th Nov.

CHENONCEAUX ... 19th Nov.

D'ARTAGNAN ... 3rd Dec.

ATHOS II ... 17th Dec.

Pass. DOUMER ... 31st Dec.

ANDRE LEBON ... 14th Jan., 1936.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:—

Cte. Des MESSAGERIES MARITIMES,

Telephone 20651, 8, Queen's Building, 13

Shipping News

Daily Statement. Clearances. Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 8,200 TONS;
THROUGH CARGO
10,100 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	H.K.	Ports
Anhui	240	—
Tai Yuan	—	—
Amoy	250	152
Holhow	—	—
Swatow	992	1,334
Hai Ning	187	—
Swatow	—	—
Dutch	—	—
Tjilondari	47	642
Amoy	—	—
Norwegian	—	—
Daviken	790	582
Tonjei	—	—
C. W. Tao	1,060	3,723
—	—	1,750
—	—	4,205

Japanese	—	—
Anyo Maru	97	3,056
Singapore	—	—
Fukuen Maru	—	—
Swatow	1,688	50
—	—	—
—	—	1,785
—	—	3,106

Chinese	—	—
Tchekam	—	—
Holhow	400	—
Ha Yih	—	—
Saikun	2,480	—
Feng Lee	—	—
Canton	—	578
Stanley	—	—
Swabue	48	—
—	—	2,928
—	—	574
Total	—	8,254
—	—	10,117

ARRIVALS

ARRIVALS

28TH OCTOBER.

Bessa, Norwegian steamer, 5,847 tons, Captain H. Bjornness, from Shanghai, buoy No. A4—Thorssen & Co.

Mayebashi Maru, Japanese steamer, 4,321 tons, Captain H. Taguchi, from Shanghai, buoy No. A8—N. Y. K.

Anyo Maru, Japanese steamer, 5,741 tons, Captain G. Kaneko, from Bombay via Singapore, buoy No. A2—N. Y. K.

Holhow, British steamer, 1,629 tons, Captain W. L. Thomas, from Tientsin via Swatow, buoy No. B3—Butterfield and Swire.

Menestheus, British steamer, 4,645 tons, Captain A. Mansfield, from Manila, Hol's Wharf—B. & S.

Ha Yih, Chinese steamer, 1,926 tons, Captain O. Andreasen, from Saigon, buoy No. B17—Yuen On & Co.

Feng Lee, Chinese steamer, 1,257 tons, Captain S. Kato, from Canton, buoy No. B12—Kwong Wo Shing.

27TH OCTOBER.

Kouang-Si, French steamer, 4,315 tons, Captain Brignoudy, from Haiphong, Kowloon Wharf—M. & Co.

Tchekam, Chinese steamer, 805 tons, Captain Kwok Fook, from Tourane via Holhow, buoy No. C1—Ping On & Co.

Tai Yuan, British steamer, 2,100 tons, Captain J. Jenkins, from Shanghai via Amoy, buoy No. B21—B. & S.

Anhui, British steamer, 2,080 tons, Captain J. D. Whyte, from Singapore, buoy No. B14—B. & S.

Benroch, British steamer, 3,702 tons, Captain D. McGregor, from Antwerp via Manila, Kowloon Wharf—Gibb Livingston & Co.

SHIPS IN HARBOUR

WHARVES
Kowloon—Kouang Si, Benroch and Asama Maru.
Holt's—Menestheus.
Socony—Lalchikok—Irisbank.
Douglas Laprak—Hai Ning.
Chiu On—Hydrangea.DOCKS
Kowloon—Silver Cypress and Corneville.
Talkoo—H.M.S. Orpheus, Kwai Yang, Sapporo Maru, Jeff Davis and Hupeh.BUOYS
No. A1—Tjilondari.
No. A2—Anyo Maru.
No. A3—Tjilondari.
No. B3—Holhow.
No. B4—Clara Jensen.
No. B5—Hermod.
No. B10—Tai Poo Sek.
No. B11—Promise.
No. B12—Feng Lee.
No. B14—Anhui.
No. B15—Kiangsu.
No. B16—Nanning.
No. B17—Ha Yih.
No. B20—Kwai Yang.
No. B21—Tai Yuan.

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PASSENGERS

S.S. CORFU

The following passengers are scheduled to arrive in the Colony on Thursday on the P. & O. s.s. "Corfu":—

Miss A. J. Armstrong, Miss D. Arrowsmith, Mrs. H. G. Baker, Mr. Barbaud, Mrs. A. H. Barlow, Mrs. T. C. T. Beck, Mr. W. J. E. Binnie, Mr. and Mrs. C. R. Burton, Mr. A. M. Calman, Mr. Alex. Calman, Mrs. Calman, Miss L. Calman, Mrs. R. A. Campbell, Mrs. J. Cather, Mrs. W. T. Delamain, Miss K. Duncan, Mr. and Mrs. S. R. Farlow, Mrs. W. J. Fawkes, Mr. T. S. Fraser, P. L. W. Z. Freebody, Mrs. M. J. Garnett, Mrs. Grossman, Mrs. M. E. Halford, Mrs. J. P. Harrison, Mr. T. W. H. Hosegood, Mrs. Hosegood, Mr. L. W. Hume, Mr. and Mrs. D. L. Illingworth, Miss M. Kemp, Mr. and Mrs. K. Lund, Mr. W. L. McKenzie, Mr. and Mrs. J. Mannings, Mr. and Mrs. L. J. Morley, Mr. and Mrs. G. E. Mortimer, Mrs. A. Murdoch, Mrs. M. O'Connell, Miss M. Paton, Mrs. Pearce, Capt. H. C. Phillips, Mrs. E. M. Proom, Mr. A. B. Raworth, Mrs. A. Reiss, Mr. and Mrs. S. Shephard, Rev. F. S. Short, Mrs. Short, Dr. C. P. Sideris, Miss J. M. Smith, Mr. E. L. Strange, Mr. Villman, Mr. J. S. Watson, Mr. R. Young.

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Anhui (Br.), Singapore	537
Tai Yuan (Br.), Amoy	123
Holhow (Br.), Swatow	28
Hai Ning (Br.), Swatow	143
Tjilondari (Dut.), Amoy	443
Daviken (Nor.), Swatow	245
Anyo Maru (Jap.), Singapore	61
Ha Yih (Ch.), Saigon	12
Stanley (Ch.), Swabue	178
Total	1,784

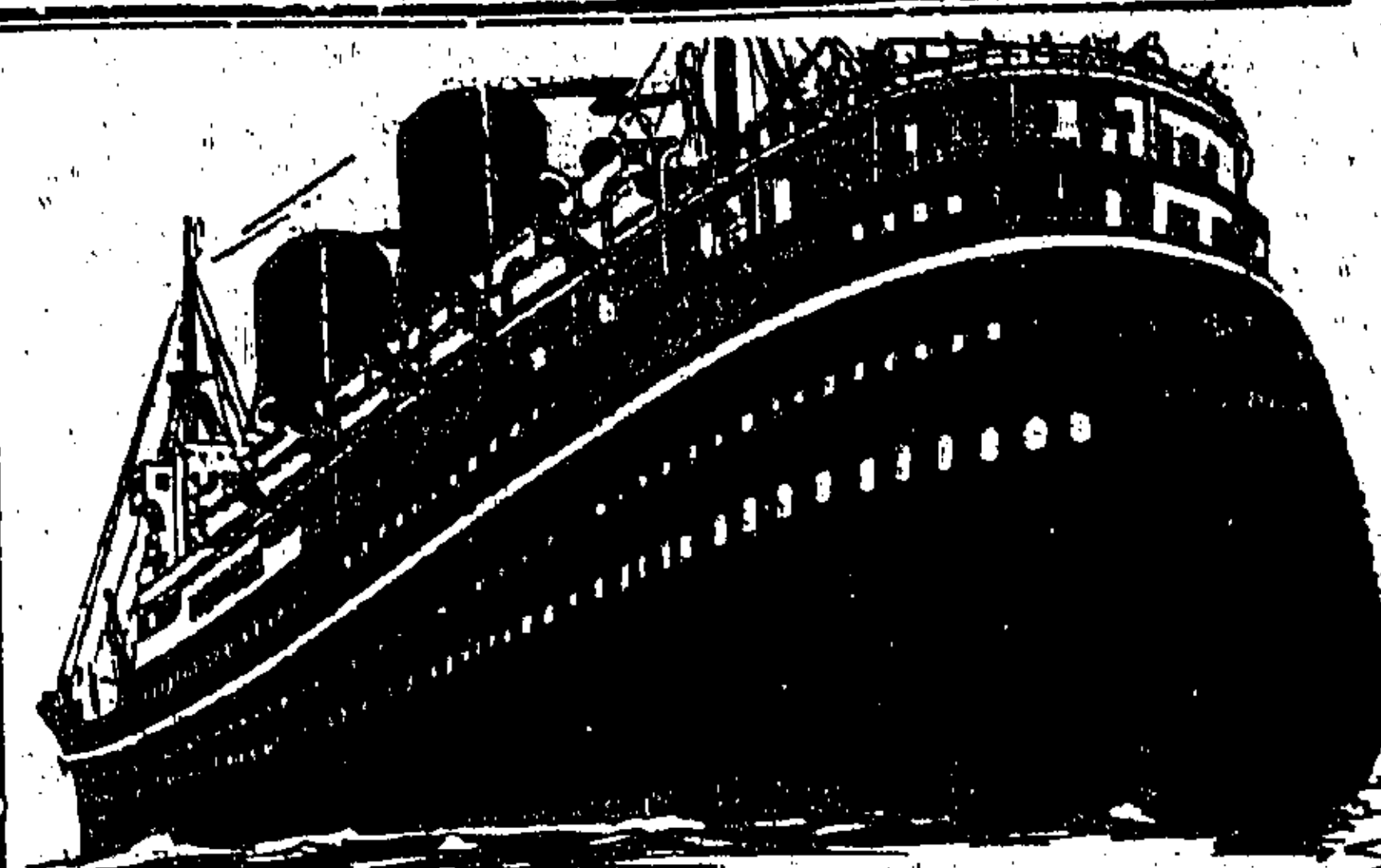
SHIPPING MOVEMENTS

The s.s. "Bangalore" left Singapore for this port on the 26th instant at 8 p.m., and is due here on the 31st instant at about 6 a.m.

The steam ship "Corfu" left Singapore for this port on the 26th instant at noon with the outward English Mails, and is due here on the 31st instant at about 6 a.m.

The steam ship "Nellore" left Moll for this port yesterday at a.m., and is due here on the 31st instant at about a.m.

The B.I. steam ship "Sirdhana" will leave for Amoy, Shanghai, Moll, Kobe and Osaka on or about Thursday, October 31, 1935, at 6 a.m.



P. & O. BRITISH INDIA-APCAR AND EASTERN & AUSTRALIAN LINES

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East and South Africa, Queensland Ports and Red Sea, Egypt, Istanbul, Greece, Levantine Ports, Europe.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS

under contract with H.M. Government

All sailings are subject to change or deviation with or without notice.

Steamship	Tons	From Hongkong (About)	Destination
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PENINSULAR & ORIENTAL SAILINGS

COATHAY	15,000	2nd Nov.	Bombay, Marseilles & London.
*JEYPORE	8,000	8th Nov.	Straits, Colombo and Bombay.
*SOMALI	7,000	9th Nov.	Marseilles, Havre, London, Hamburg, R'dam, Antwerp & Hull.
RAWALPINDI	17,000	16th Nov.	Marseilles and London.
*CORFU	14,500	30th Nov.	Bombay, Marseilles & London.
*BANGALORE	6,000	7th Dec.	Marseilles, Havre, London, Hamburg, Rotterdam, Antwerp & Hull.
*RANCHI	17,000	14th Dec.	Bombay, Marseilles & London.
*INALDERA	15,000	28th Dec.	do
*BHUTAN	6,000	4th Jan.	Mars, Havre, London, H'g., R'dam, Antwerp & Hull.
CARTHAGE	14,500	11th Jan.	Bombay, Marseilles & London.
*BEHAR	6,000	18th Jan.	Marseilles, Havre, London, Hamburg, R'dam, Antwerp & Hull.
*RAJPUTANA	17,000	25th Jan.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Tangier. All vessels may call at Malta.

Frequent connection from Port Said for Passengers and Cargo to Istanbul, Iraus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	9th Nov.	Singapore, Penang, Rangoon & Calcutta
SIRDHANA	8,000	22nd Nov.	
TAKADA	7,000	6th Dec.	
TILAWA	10,000	20th Dec.	
SANTHA	8,000	3rd Jan.	

* Calls Port Swettenham.



Now is the time to visit Australia & New Zealand

lands of Sunshine and Romance. "Down Under" you will feel a new being and even if you are not inclined towards Fishing, Shooting or Mountaineering you will find that the Antipodes have plenty to offer you, including 24 hours for your pound.

On the way down your life aboard will be as you wish, quiet or hectic for the B. & A. will humour your every whim.

And by the way, there is no additional charge for Deck Cabins and there is of course a Sun Deck swimming pool, an Orchestra and a fine Landy.

A Surgeon and Stewards are at your disposal and last but not least—we had almost forgotten—the cuisine will set you listening eagerly for the chef.

Regular monthly sailings from Hongkong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union I.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

EASTERN & AUSTRALIAN SAILINGS

NELLORE	7,000	2nd Nov. 10.30 a.m.	Manila, Rabeul, Brisbane Sydney, Melbourne & Hobart
TANDA	7,000	20th Nov.	
NANKIN	7,000	3rd Dec.	

SAILINGS TO SHANGHAI & JAPAN

SIRDHANA	8,000	31st Oct.	Amoy, Shanghai & Japan
*BANGALORE	6,000	1st Nov.	Shanghai, Kobe & Yokohama.
COBPU	14,500	1st Nov.	Shanghai, Kobe & Yokohama.
TANDA	7,000	3rd Nov.	Shanghai & Japan
TAKADA	7,000	14th Nov.	Amoy, Shanghai & Japan
RANCHI	17,000	16th Nov.	Shanghai, Kobe & Yokohama.

* Cargo only.

ALL DATES are approximate and subject to alteration without notice.

For further information, Passage, Freight, Handbooks, etc., apply to the Agents:—

MACKINNON, MACKENZIE & CO

P. & O. BUILDING, CONNAUGHT ROAD CENTRAL HONGKONG

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